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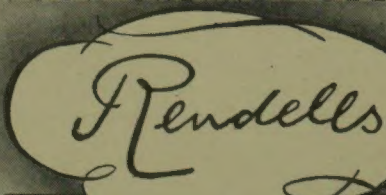
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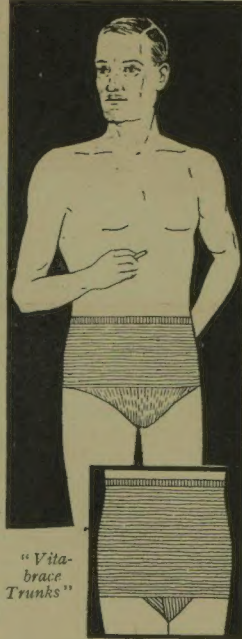
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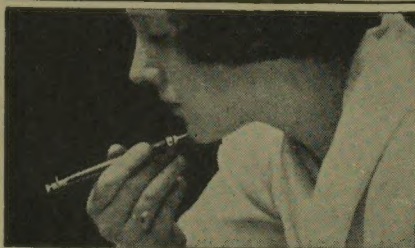
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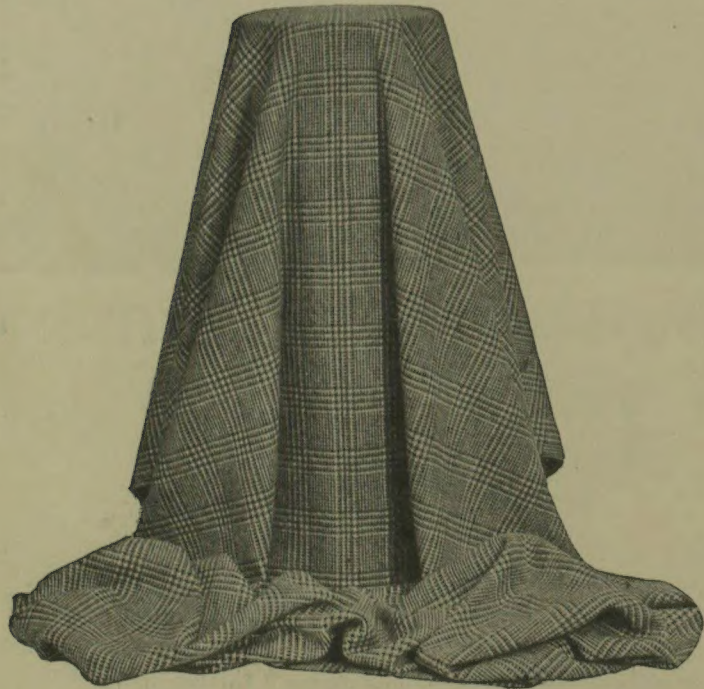
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SATURDAY, OCTOBER 15, 1938.



THE BALLOON BARRAGE ROUND LONDON: A UNIT AT WORK—WINCH-LORRY; HYDROGEN-TRAILER; "BLIMP."

As described on another page in this issue, a number of balloons of the London Balloon Barrage squadrons of the Auxiliary Air Force were shown to the public for the first time on October 8. The "blimps"—to use the war nickname—

were flown from various points. This photograph, which was taken in Regent's Park, shows the winch-lorry on the left and, in the background, the trailer carrying the hydrogen cylinders from which the balloon is inflated.



By ARTHUR BRYANT.

THE ancients in all countries regarded gratitude as a virtue. It is doubtful if the moderns regard it in quite the same light. It seems to be more commonly found among simple peoples than among those who are highly educated. Animals—if an exception be made of the cat, a creature born sophisticated—almost invariably show gratitude, once their first fear has been overcome, to those who confer benefits upon them. Instinctively they associate the donor with his kindly gifts and respond with affection. Every schoolboy remembers the old fable of the man who pulled the thorn out of the lion's foot, and the reward he received for his courage. In the dog, gratitude is elevated even into a kind of religion, and the master who gives the creature home and food and caresses is worshipped as an apparently divine being.

In this, primitive peoples partake of the animal. Dr. Donald Thomson has recently written of the touching affection shown by the aboriginals of Northern Australia towards the white man who extends towards them understanding and generosity. Everyone can remember tales read in boyhood of wonderful examples of gratitude evinced by Red Indians, cowboys and even pirates, whose natural savagery was transformed into the attributes of the lamb or cooing dove in the presence of a benefactor. The loyalty of the tribesman to his chief and kin, of the simple fighter to the man who leads him to victory, of the rustic squire to his king, are all examples, in an ascending scale of civilisation, of this elementary mark of original virtue in man. It is only when one comes to the higher intellectual being and the highly involved life of the counting-house, the legislative assembly and the study that gratitude is at a discount. It would almost seem that the higher up the scale of progress man mounts, the more surely he sheds that primitive attribute. Women, for instance, who are generally less intellectual than the other sex, have more of it than men. In the territories of the Union of Soviet Republics, judging by recent events, gratitude as a political force appears to be entirely negligible: no services to the state and the proletarian cause, however great, can save a man from the vengeance of his colleagues if he ceases for a moment to be of use to them and their cause.

Whether the decay of gratitude and its elimination as a virtue be a good thing or bad, or a matter for blame in civilised men, I have no idea. It is easy for a dweller in the wilderness to practise the virtue of hospitality: having so few guests, he is naturally pleased to welcome those he has. It is otherwise with the inhabitant of the crowded city: to him the

familiarity of strangers appears as a menace rather than a blessing. In the same way it is easy and natural for the vacant mind to dwell on the memory of past kindnesses: there is little else there to jostle it away. But the mind of the educated man who tries to keep abreast with contemporary thought has little room for the recollection of yesterday's benefactor: such thoughts are mere sentimental indulgences for which no place can be spared and which must needs be discarded as soon as possible to make space for the more practical considerations of the moment. Travelling (let us suppose) at two hundred miles an hour, one could not spare much thought to the villages one passed through.

crusade, short and almost painless, which would rid the world (as its predecessor had so unfortunately failed to do in 1918) from every kind of tyranny and cruelty. And from that crusade, to our eternal shame, we were deflected at the last moment by the craven fears and hasty impulse of our sentimental and ill-advised Prime Minister. It seems hard for the slow-thinking man to believe that only a few days divide the first mood from the second. Time, in these sophisticated days, marches quickly.

From politics it is always a relief to turn to literature. Whenever I am tempted for any reason

to feel despondent about terrestrial matters, I re-read "Alice in Wonderland," or "The Pied Piper of Hamelin." After perusing the morning papers, I opened the latter. Five hundred years ago in Hamelin Town by famous Hanover city is a far cry from the twentieth century in a West End club. So is the poet's verse from the glowing articles of moral indignation and repudiation which I had just read with such amazement. Yet there, also, intelligent people, with gowns lined with ermine and cellars stocked with Rhenish, were uncommonly quick to forget what simpler folk would not have forgotten. Everyone remembers the old tale that the poet so exquisitely retold: of the fine town doomed by the plague of rats, and the universal cry of "Oh for a trap, a trap, a trap!" and then

that unexpected, miraculous, eleventh-hour deliverance.

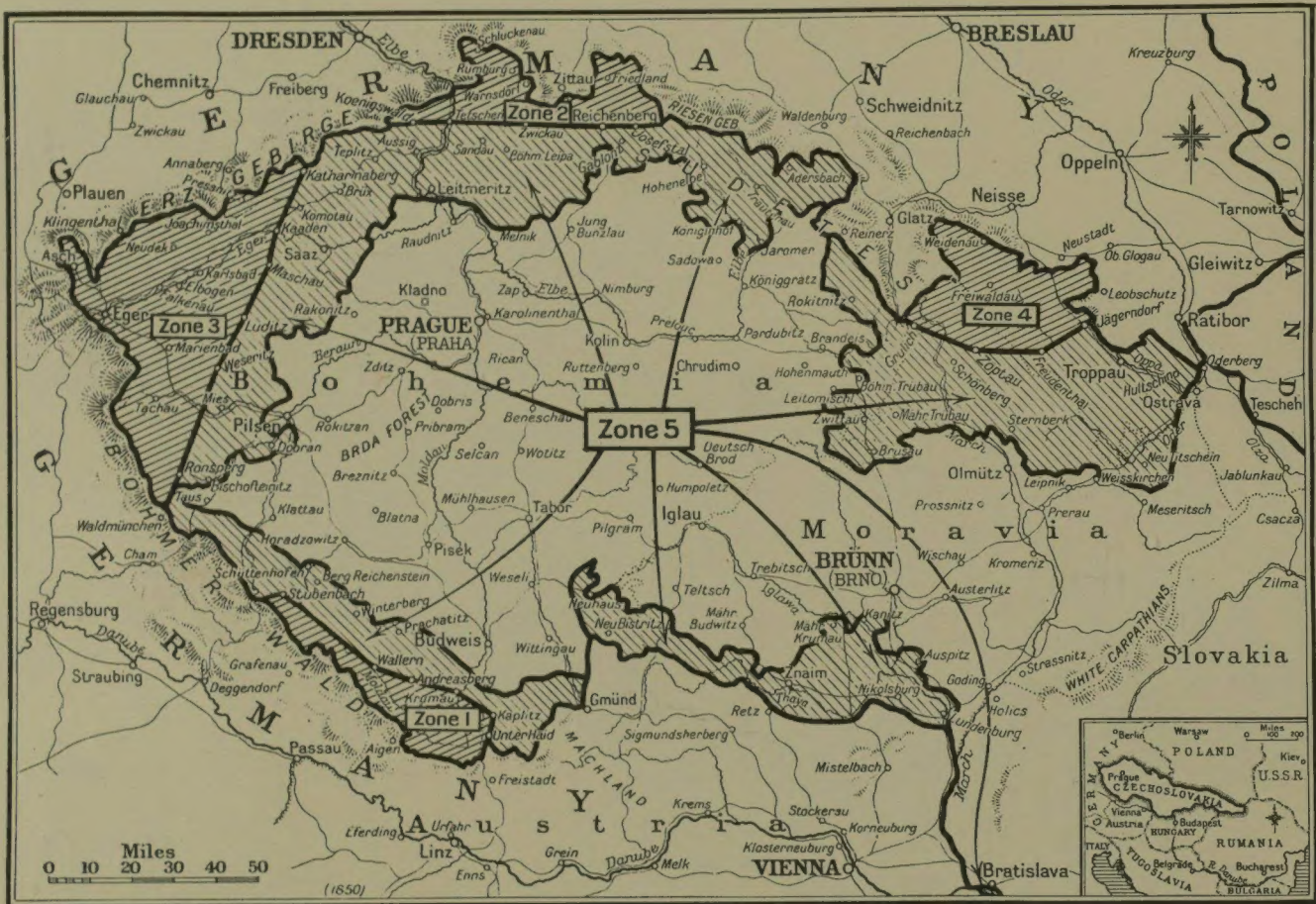
And nobody could enough admire
The tall man and his quaint attire.

Did it, one wonders, include a rolled umbrella?
And then—

You should have heard the Hamelin people
Rocking the bells till they rocked the steeple.

It was only next day, when the price was considered, that the mood of that hour was realised to have been, if I do not misquote an eminent modern publicist, "a most lamentable exhibition of mass hysteria." The price was, of course, too high.

It will be remembered that there was a sequel to that story. The children, the hope and pride of Hamelin burghers, proved to be the substitute price that had to be paid for the townspeople's refusal to honour their bill for their deliverance. And neither their regrets, nor the Hamelin equivalents for trenches in the Park and evacuation plans, availed them anything. "Alas, alas for Hamelin!"



CZECHOSLOVAKIA'S SACRIFICE OF TERRITORY TO PRESERVE PEACE IN EUROPE: A MAP SHOWING THE BOUNDARIES OF THE FIFTH ZONE OF GERMAN OCCUPATION AND THE FOUR ZONES PREVIOUSLY OCCUPIED—A TOTAL AREA NEARLY AS LARGE AS HOLLAND.

The occupation by German troops of the last of the five zones ceded by Czechoslovakia to Germany, under the Munich Agreement, was begun on October 8 and completed on the 10th. Herr Henlein, who was recently appointed Reich Commissioner for the Sudeten areas, in a speech at Reichenberg, announced arrangements as to their future. "The Sudeten-German country," he said, "will not be a single administrative unit, but will be apportioned among other *Gaue* (regions) of the Reich. The South Moravian district will be divided among adjacent Austrian *Gaue*, the Southern Bohemian Forest will go to the *Gau* Bavarian Ostmark, while the whole of the rest, from Taus to Troppau, will form a *Gau* of its own, with its administrative centre at Reichenberg." The question of areas where plebiscites might be held was discussed by the Commission of Ambassadors. It was reported that there was an inclination to settle the final boundaries without recourse to a popular vote, and the German Government agreed to a subsequent exchange of populations to enable Czech or German residue minorities to live on whichever side of the frontier they preferred. (Map Reproduced by Courtesy of "The Times.")

These reflections were prompted by the reading of a mixed assortment of contemporary newspapers only a week or so after Mr. Chamberlain returned from Munich, bringing, almost miraculously, peace to a world which, a few hours before, had been gazing with glazed eyes into an abyss of horror and universal destruction, to the brink of which its own unthinking folly and lack of constructive justice had imperceptibly but inevitably led it. At the time almost everyone, whatever his personal opinions or previous utterances, who gazed into that abyss, turned back appalled, seeking desperately for any leadership which might be able, at the eleventh hour, to save humanity from the vile and lunatic fate that lay yawning before it. From that mood, on that terrible and fatal Wednesday when the Prime Minister rose to make his momentous statement in the Commons, there was scarcely a dissentient voice. But it now seems that the mood of mankind at that desperate hour was wholly wrong. We were not looking, so scores of the clever people who write our books and newspapers inform us, into an abyss of destruction, but into a hopeful, if possibly fiery, vista of wonderful opportunities for the future of the human race. Before us lay a great and purging

TESTING LONDON'S BALLOON BARRAGE SQUADRONS: THE PUBLIC TRIAL.



THE CAPITAL'S FIRST SIGHT OF ITS DEFENCE AGAINST LOW-FLYING ATTACK: BALLOONS OF THE BALLOON BARRAGE SQUADRONS OVER THE WELLINGTON ARCH AFTER HAVING BEEN SENT UP FROM THEIR WINCH-LORRIES IN THE GREEN PARK.

Before the personnel of the London Balloon Barrage squadrons of the Auxiliary Air Force returned to civil life, after having been embodied during the international crisis, a certain number of units were exercised, on October 8, in raising and lowering the balloons at various points throughout the London area. This was the first opportunity that the public had had of seeing in operation this most important branch of our defences against aerial attack. The object of the barrage is to force an aerial invader to a height at which he can be dealt with by R.A.F. Fighter squadrons and by the anti-aircraft guns of the Territorial Army. In the event of a hostile aeroplane striking the steel cable by which the balloons are moored, it would be instantly destroyed. The height the balloons can reach has not been disclosed;

but for the tests in question they were only raised to between 4000 and 7000 ft. and kept below the clouds to avoid danger to aircraft. For the same reason, their cables were marked at intervals with "wind-socks." During the exercise five balloons broke away in the high wind, but four of them were secured after they had done a certain amount of damage with their trailing cables. The fifth was sighted off the Danish coast on October 9. The balloons are carried on winch-lorries and inflated from hydrogen cylinders towed behind on a trailer. A canvas sheet is spread on the ground, and on this the envelope of the balloon rests until air-borne. Sir Kingsley Wood, Minister for Air, stated, on October 8, that Balloon Barrage training depôts are to be established at other big centres. (L.N.A.)

GOVERNOR BLIGH AND THE OFFICERS.

"RUM REBELLION": By MR. JUSTICE HERBERT VERE EVATT.*

An Appreciation by SIR JOHN SQUIRE.

THE celebration of the hundred and fiftieth anniversary of the foundation of New South Wales has brought forth a small library of books about those early days; that event, and the world-wide distribution of a film on "The Mutiny of the 'Bounty'," has inevitably centred attention on Governor Bligh. Bligh, maligned for a century, has recently been worse maligned than ever. In so far as scholarly truth can ever catch up with popular falsehood, this book by Mr. Justice Evatt, with several other recent works, should completely clear his reputation.

The culminating event in Bligh's colonial life was "the Rum Rebellion." The officers of the local Corps arrested and imprisoned the Governor. Their ringleader was Captain John MacArthur, whom Bligh had caused to be charged, quite rightly, with seditious conduct; and in overthrowing the King's Governor they were certainly guilty of treason. But it has been convenient to sentiment to gloss over the heinousness of MacArthur's conduct because of his great services to Australia and the colonial eminence of his descendants. Before the Bligh episode, he had, by introducing merino sheep, laid the foundations of the Australian wool industry, and later he was the first man to introduce the vine. Consequently, even in so judicious a work as the "Dictionary of National Biography" there is hardly a glimmer of the real violence of his character and the utter corruption of his early career.

Bligh arrived at Sydney with the cloud of the "Bounty" over him. Mr. Justice Evatt, whose book is based, without heat, on evidence, has no doubt that the mutiny was due, not to Bligh's harshness, but to his seamen's desire to get back to Tahiti and the girls they'd left behind them. However, the dog had a bad name, and, when trouble came, it was easy for interested parties to maintain that it was quite natural that a high-handed bully who had had one mutiny should have another.

Interested parties there certainly were. Every early Governor had trouble with the officers. England was far away; there was convict labour to be exploited; much gain was to be made out of buying Government stores for a song and retailing them dear to the settlers. A witness before a Committee in 1812 said: "When a ship of that kind has arrived, and the goods have been landed in the King's stores, after a few days the stores were opened by the officers, who go in, lay their hands upon everything of value, and have their names affixed to it as purchasers, and they leave nothing but the refuse for the Colony; having so done by themselves or their agents they retail that, as I said before, at 500 per cent profit. I believe I am not out when I say that a sieve to sift meal, which cost them 5s. 9d., has been sold for three guineas, and rum I have known sold at £8 a gallon, which cost 7s. 6d." The rum was the finest line of all. Every officer dealt in it, and the population (mainly convict stock who needed little encouragement) were in every way stimulated to its consumption; there were no Truck Acts, and poor men took their wages in food and drink valued at exorbitant rates. Into this sink of iniquity came Bligh, a stern and honourable servant of his King. He was bound to try to clean the Augean stable, and he was bound to be beaten. The officers, not drawn from the regular officer class (one had been a "crimp" in London!) were all-powerful, and dug in; the population was at the mercy of their troops; there were no rudiments, as yet, of a professional and commercial middle-class which might back up law and order; Bligh, half-a-world away from an England

which was fighting Napoleon, was as lonely as Crusoe. The climax came when he issued an edict against spirits. Captain MacArthur, holding the King's Commission, defied him by landing two imported stills. MacArthur (a serving soldier) had already made £20,000 in ten years, and had thousands of acres of land granted him; no mere Governor was going to interrupt his ascent.

The upshot we know. Bligh did but his duty. For this, W. C. Wentworth, one of the men he antagonised, rewarded him just after his death by describing him as "a second Draco, who considered

prose. That was one example; our author gives an even more powerful one. It is an address made by MacArthur when he was prosecuting a Lieutenant Marshall for assault, MacArthur having been armed merely with a sword: "Let me intreat you to look upon this Man, view his gigantic Stature, examine his tremendous Club, imagine that you see him advancing (as it has been Sworn to you he did) intoxicated with Fury, breathing Mischief, and looking Destruction to the Object of his Search, and you will be enabled to form some Idea of the Danger of my Situation—for I have neither Language or Ability to

give you a just or adequate description of it—it is true I was Armed with a sword to oppose him (a Weapon as appropriate to Me as an Officer as a Bludgeon was to him as a Ruffian), but what could a Sword have availed in my Defence if this Monstrous Mass of Matter, this second Goliath, had been animated with one Spark of Spirit, with one Atom of Courage?"

The officers who arrested Bligh seem to have been "animated" with quite a number of sparks of spirit; they didn't sell quite all their rum. But it is all over now; MacArthur, after he had settled at Camden, got out of his Gold Rush mood, and sent a son to Cambridge, became one of the fathers of his country. Bligh, before long, will be recognised as another; and one who would have performed immense and selfless services had circumstances allowed his remaining the full ten years' term for which he was appointed. For, be it remembered, the British Government, when appointing him, were not shelving a half-pay officer. They sent the best man they had got, and doubled the salary for him. But they were far away, and otherwise engaged, and New South Wales was a depository for convicts. Would that Bligh's spirit could read this book. "In the end," says Mr. Justice Evatt, "the two mutinies will turn out to have both immortalised Bligh and vindicated his character, despite the fierce and skilful propaganda which has lasted over a century, and which is illustrated by the recent picture film." With pathetic irony, the judge refers to "condemnation from Hollywood, the sentences of which have universal jurisdiction." They even, to sustain Bligh's character for brutality, made him captain of a ship he never commanded!

When one has finished the book two chief impressions, apart from the portrait of Bligh and the vindication of his rule and character, remain. The first is of the peculiarly agreeable pleasure given by books of this kind, in which historical controversies (for case after case is judicially examined here) are considered, and conclusions weighed, by authorities with experience in the examination of evidence. But the second, which rises far beyond questions of the fate of bygone individuals, is a renewed

wonder at the almost preternatural development of the Australian continent in a few generations.

The events of which this book treats took place little more than a century ago; they are as near to us in time as they are remote in atmosphere. There are very old men among us whose fathers were alive when Sydney was still a small convict settlement with an unknown hinterland; to-day the shores which Phillip and Bligh knew as the narrow fringe of a dark continent are adorned by a city with over a million and a quarter inhabitants, and MacArthur's pioneer merinos have a posterity of fifty million sheep in New South Wales alone. We are sometimes impatient when we observe the "great empty spaces" of Australia and some temporary slackening in immigration. But if we take a longer view and contemplate seven million whites, settled in the Antipodes in a country which five generations ago knew none of them, we cannot but marvel at the prodigious speed with which the transference has taken place and at the rapidity with which Australia has achieved a background and emphatic nationhood.

To Our Readers and Photographers at Home and Abroad.

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Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive also photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject sent should be accompanied by a suitable description.

Contributions should be addressed to: The Editor, *The Illustrated London News*, 32-34, St. Bride Street, London, E.C.4.

the smallest offence deserving of death," and said he was a man who, "if the colonists had not arrested him in his iniquitous career of vengeance and despotism, would have hurled death and destruction from one end of the colony to the other." It was made a reproach to him that he had attacked a man recently dead. But he replied that he was doing a "sacred duty." Were men not brave enough for that, he argued, "would not the enormities of the Dionysii, of Caligula, and of Nero, have long since been forgotten? . . . The tyrant, indeed, whose conduct I will stamp with merited detestation, moved, fortunately for the interests of mankind, in a humbler sphere, and therefore, his atrocities have a greater tendency to sink into premature oblivion. But is it a less sacred duty to take all such steps as may be calculated to deter his successors from treading in his footsteps; because they will only have thousands to trample upon instead of millions?"

Whatever may be said about the early history of New South Wales, nobody can maintain that its pioneers had not the gift of passionate, even lurid,

* "Rum Rebellion: A Study of the Overthrow of Governor Bligh by John MacArthur and the New South Wales Corps." By the Hon. Mr. Justice Herbert Vere Evatt, Justice of the High Court of Australia. (Angus and Robertson, Sydney; 12s. 6d.)

NEW FORMATIONS FOR HOME AND OVERSEAS: AIR; ARMY; POLICE; AND FIRE BRIGADE VOLUNTEERS.



MEMBERS OF THE LONDON AUXILIARY FIRE SERVICE (SOUTH-WEST DISTRICT BRANCH) ON CHURCH PARADE: COMMANDER FIREBRACE INSPECTING THE VOLUNTEERS. (Keystone.)



WOMEN MEMBERS OF THE LONDON AUXILIARY FIRE SERVICE ON PARADE: RECRUITS (AS YET WITHOUT UNIFORM) BEING INSPECTED ON CLAPHAM COMMON. (C.P.)

On October 9, five hundred men and women members of the south-west district branch of the London Auxiliary Fire Service assembled on Clapham Common for a church parade. Before moving off, the ranks were inspected by Commander A. N. G. Firebrace, Chief Officer of the London Fire Brigade. Thirty thousand men and women are required to bring this branch of A.R.P. up to full strength: the men will be trained to use the trailer-pumps supplied by the Home Office and the women will be employed as clerical workers and as telephonists. A uniform has already been approved for the women's branch.



SWORN IN AS SPECIAL CONSTABLES: MEMBERS OF THE BRITISH LEGION VOLUNTEER POLICE TAKING THE OATH DURING THE CEREMONY IN THE EMPIRE HALL AT OLYMPIA. (Keystone.)

Pending a decision as to when, and whether, the British Legion Volunteer Police should be sent to Czechoslovakia to maintain order in the plebiscite areas, the 1200 members of the force encamped at Olympia. Their equipment consists of a special constable's cap and great-coat, a blue serge suit and Legion tie, and an ash walking-stick. The men were sworn in at a ceremony in the Empire Hall at Olympia on October 7 and, after signing the declaration, repeated the oath together. On the following day the force went on a route march of an hour's duration.



ON A ROUTE MARCH WHILE WAITING ORDERS TO GO TO CZECHOSLOVAKIA: THE BRITISH LEGION VOLUNTEER POLICE, ONE THOUSAND STRONG, KEEPING FIT DURING THEIR STAY AT OLYMPIA. (Central Press.)



ON PARADE IN UNIFORM FOR THE FIRST TIME: ONE OF THE NEWLY FORMED SQUADRONS OF THE AIR DEFENCE CADET CORPS AT WATFORD.

The Air Defence Cadet Corps, which has been founded by the Air League of the British Empire to provide spare-time training in aeronautical subjects for boys between the ages of fourteen and eighteen, has made considerable progress. Within the last two months, two squadrons, each with one hundred members, have been formed at Watford and will be provided by the Air Ministry with equipment for training. Their headquarters will be opened by Sir John Salmond to-day (October 15). (C.P.)



THE AUXILIARY TERRITORIAL SERVICE: WOMEN RECRUITS WITH THEIR BRASSARDS, WHICH WILL BE WORN UNTIL THE NEW UNIFORMS ARE READY, AT RAVENSCOURT PARK. Recruiting for the new women's force, the Auxiliary Territorial Service, is now in full swing. Brassards bearing the letters A.T.S. are being issued to members to wear until the new uniforms are ready. The women will undertake clerical duties at the various Territorial headquarters and special sections will be trained to drive transport and to work in cook-houses and canteens. Our photograph was taken at the headquarters of the 1st County of Middlesex Company, Ravenscourt Park. (Planed.)

THE PLIGHT OF REFUGEES IN CZECHOSLOVAKIA: SUFFERERS



PEOPLE WHOSE STRONG CLAIMS TO BRITISH SYMPATHY HAVE BEEN RECOGNISED BY THE OPENING OF A MANSION TEMPORARY SHELTER IN A SCHOOL NEAR

In his letter announcing a Mansion House Fund for refugees in Czechoslovakia, the Lord Mayor said: "Tens of thousands of factory workers and farmers, with their families, are suddenly rendered homeless. Without provisions, savings, or more bedding than can be carried on the back, worn out by their journey, men and women and children are streaming into Prague for shelter.

To all who realise how much they owe to the self-sacrifice of these refugees, and to the calmness of the Czech Government, I appeal for a gift to the Fund." The above photographs were taken at Steti, near Melnik, on the new Czecho-German frontier, where over 1500 refugees were temporarily housed. They had to be content with straw and pillows on the floor for

FROM THE SUDDEN TRANSFER OF SUDETENLAND TO GERMANY.



HOUSE FUND: A TYPICAL GROUP OF REFUGEE FAMILIES FROM THE SUDETEN AREAS OF CZECHOSLOVAKIA GIVEN THE NEW CZECHO-GERMAN FRONTIER.

sleeping. It was reported on October 9 that Berlin demanded that all Sudeten Germans, including Socialists and Communists, who had left the occupied districts, should be compelled to return, as Germany was "not prepared to renounce its claims to any Germans." Prague officials, however, later denied that such a demand had been made directly or formally from

Germany. Refugees claimed that, under the Munich agreement, they had the right of option for Czech or German nationality, and could remain outside the German areas. On the other hand, it was suggested, the Czech authorities feared that the creation of a new German minority in this way might cause further intervention. (Photographs by Wide World and Planet News.)

CZECH "MAGINOT LINES" NOW GERMAN: PILL-BOXES, TRENCHES, AND WIRE.



AMONG THE ABANDONED CZECH FRONTIER DEFENCES OCCUPIED BY THE GERMAN ARMY IN SUDETENLAND UNDER THE MUNICH AGREEMENT: A CAMOUFLAGED PILL-BOX IN A WOOD. (Central Press.)



SWASTIKA FLAGS FLYING OVER A SECTOR OF THE ABANDONED CZECH DEFENCES: A CAMOUFLAGED PILL-BOX; SHOWING A MACHINE-GUN APERTURE IN THE FLANK OF THE STRUCTURE FACING THE CAMERA. (A.P.)



ON THE CZECH "MAGINOT LINE," WHICH WAS HANDED OVER TO GERMANY WITHOUT A SHOT BEING FIRED: A BELT OF WIRE IN A WOOD; WITH PITS THAT WERE, PERHAPS, DESIGNED AS TANK TRAPS. (Central Press.)



WHEN THE CZECHS PREPARED TO DEFEND THEIR FRONTIER AGAINST OVERWHELMING FORCE: A COMMUNICATION TRENCH IN THE SCHÖBER AREA OF SUDETENLAND. (Central Press.)

It was known that the former frontier of Czechoslovakia was defended by "Maginot lines" of concrete forts and pill-boxes. Large sectors of these lines, being in Sudeten territory, have now been taken over by the German Army, and photographs, such as those reproduced here, taken of them. The approximate position of the Czech frontier defences was given in a map in our issue of March 12. The Czech systems of fortification won praise from the Germans, and one officer, a major, was reported

to have said to a Reuter correspondent, while showing him one of the large forts on the Schöberline: "Though aided by constant pounding with heavy artillery and supported by tanks, even the German Army would have found this fort almost impregnable"—a singular tribute to the power of the prepared defensive in modern warfare. The same officer, however, described some of the smaller forts as "coffins." Each of the larger forts is surrounded by a high fence of barbed wire. The

[Continued opposite.]

CZECH "MAGINOT LINES" NOW GERMAN: AN INSPECTION BY HERR HITLER.



IN THE CZECH DEFENSIVE LINES HANDED OVER TO GERMANY, WHICH ARE SAID TO HAVE BEEN BUILT UNDER FRENCH SUPERVISION AND TO REPRODUCE FEATURES OF THE FAMOUS MAGINOT LINE: A CONCRETE PILL-BOX, EVIDENTLY DESIGNED TO DELIVER FLANKING FIRE, SCREENED WITH PINES PLANTED WITH PINES. (C.P.)



HERR HITLER INSPECTS THE SURRENDERED CZECH FORTIFICATIONS: A PHOTOGRAPH TAKEN IN THE RUMBURG DISTRICT (NORTHERN BOHEMIA); SHOWING THE FÜHRER BESIDE A SMALL CONCRETE FORT WHICH BEARS SIGNS OF HAVING BEEN BURNED OUT. (Wide World.)

Continued.

entrances are guarded by machine-guns and small, quick-firing guns. Inside are passages leading to a central chamber capable of accommodating a crew of about twelve, to work the guns. Yet deeper in the earth is a double-track tramway for the transport of ammunition from fort to fort. Telephones link each gun-chamber with a control exchange connected with headquarters. The forts are camouflaged in some cases with a thick layer of earth planted

with fir-trees. In other cases wire nets covered with brushwood have been used. In front of each gun-emplacement there is a concrete pit ten feet deep to prevent the guns from being rushed—particularly by tanks. Many of the forts are only partly finished, and, before they retired, the Czech troops set fire to all inflammable material. The guns were removed from their emplacements, but no attempt was made to blow up the five-foot-thick pill-boxes.



THE WORLD OF SCIENCE.



THE COLORATION OF ANIMALS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

ONE of my readers not long ago asked me to say something on this page about the "colours" of animals. I suspect he meant their coloration, for these are two very different themes. But, in either case, he asked me a hard question, for it presents a bewildering array of aspects, and then interpretation forms a task bristling with difficulties.

To begin with, it must be remembered that the most lowly types, both of plants and animals, have transparent bodies; these are all dwellers in the water, salt or fresh. But the land-dwellers of the more primitive types have, embedded in the skin, granules of pigment, giving the body a uniform greyish or black hue. Sometimes these granules are closely packed into small areas, forming spots or bands, as the case may be. But those which have reached a stage or so further along the path of evolution show, in varying degrees of intensity, spots or stripes or patches of bright colours. They may, indeed, reflect all the colours of the rainbow; and here we see something of the beginnings of a more or less conspicuously marked "coloration" which comes at last, in the higher types of each of the great groups of the animal kingdom, to play various and often vitally important parts in the life-history. The patches of colour which catch the eye may be exposed on a naked skin, or they may be embedded in the scales, feathers, or fur which clothe the body. They give it a distinctive "coloration" whereby we may commonly distinguish males from females, or immature from adult stages of growth.

How greatly the rhythm of life varies in its intensity in the different groups of animals and plants a walk round the garden when it is bathed in sunlight will show. The bullfinch, chaffinch and hedge-sparrow, among the birds, for example, and the still more vivid hues of the flowers, appeal to the eye. But they

There are two somewhat sharply contrasted types of "protective" coloration. To-day I can do no more than touch upon one of these—the simplest form—wherein it has the effect of causing the solid body to lose its appearance of solidity, and thus blend it so perfectly with its surroundings as to make discovery a matter of accident. Herein the upper part of the body is commonly of the same hue as that of its normal surroundings, while the under-part is white, thus obliterating the shadow. Fishes are commonly thus coloured: seen from above by their enemies they blend with the deep water below them; while to their enemies from below they are rendered difficult to see against the light from above—at any rate, so long as they are not moving. Fallow-deer

surface of the wings and the semblance of a dead leaf on the under surface; and that semblance is very close, but not so striking as in the "dead-leaf" butterfly (*Kallima*).

I refrain from commenting further on these others because I want to say something about yet another insect which shows an astonishingly close likeness to leaves, and this time to living, green leaves. This is the leaf-insect (*Phyllium*) (Fig. 4), a near relation of the stick-insects. Herein not only the wing-cases, which have become greatly enlarged, but the hinder part of the body and the legs are also leaf-like and of the same green hue. But it does not seem to be generally realised that this is true only of the

female, for in the male the wings, absent in the female, are of large size; while the wing-cases, so large in the female, are reduced to mere vestiges; but the legs have leaf-like outgrowths, while the abdomen is flattened out and green in colour.

Why do the two sexes differ so widely in form, and what has brought about this extraordinary semblance to a leaf, both in the butterflies just described and in *Phyllium*? No other explanation seems possible than that here we have indeed instances of "natural selection." The wings of the leaf-butterfly, on the one hand, and the whole body of the female leaf-insect on the other, must have had an inherent tendency toward growth in the direction of their several peculiarities. Those individuals in which this "tendency" was most marked were, in proportion as their disguise developed, rendered more and more difficult for their enemies to detect. Their progeny, inheriting and in increasing measure, the peculiarities of their parents, at last attained to the incredibly perfect disguises we find to-day. Those presenting little or no tendencies of growth in this direction fell victims to their



1. WITH THE "WARNINGLY-COLOURED" UPPER WINGS OPEN, AS IN FLIGHT: THE BLACK-AND-YELLOW "DEAD-LEAF" BUTTERFLY (*KALLIMA*).

Across the upper surface of the wing, between its black tip and the second, lower, white spot, runs a broad, rich yellow band, the rest of the wing-surface showing black or purple according to the lighting.

2. SHOWING THE "PROTECTIVELY-COLOURED" UNDER-SURFACE OF THE WINGS: THE "DEAD-LEAF" BUTTERFLY WITH WINGS CLOSED.

When resting with closed wings, the "tails" to the hind-wings, seen in Fig. 1, are brought together, simulating the stalk of a leaf. The "protective" coloration of the wing-surfaces is exactly that of a dead leaf.

have white-spotted coats in the summer, when the spots blend with the broken lights of the foliage under which they are resting, and so conceal them. In the winter the coat is unspotted. In the axis deer, which lives amid perennial green leaves, the coat is spotted the year round.

There are, however, many cases—especially among the butterflies—which have developed, in the same individual, two strikingly different forms of coloration, the one of the "protective," and the other of the "warning," type, as is shown in a most convincing way by the "dead-leaf" butterfly (*Kallima*) (Fig. 1). This was discovered many years ago by Wallace, the famous naturalist, when collecting in Sumatra. When on the wing it proves a strong flier and is very conspicuous, the upper surface of the wings being of a rich purple, with a bar of deep orange across the fore-wings. Time after time, in the dry woods and thickets where he found it, capture was evaded by a sudden dive into a bush with dry or dead leaves. After a fruitless search, it would in a flash dart out again, and lead to another chase! But at last success was his. One of his prospective victims slightly opened and closed its wings, thus revealing the orange bar; but for this he would have mistaken it, as usual, for a dead leaf. When he came to examine his capture he saw why he had failed, for the under-surface of the wings was coloured exactly like a dead leaf, and the deception was made still more effective by the fact that the long "tails" of the hind wings, when they were closed, rested against the bough, and so formed the stalk of the leaf; while, as will be seen in Fig. 2, the likeness to a leaf is still further increased by a dark line across both wings and rays from this simulating the mid-rib and "veins" of a leaf. Thus the coloration is exactly that of a dead leaf, totally differing from that of the "warningly-coloured" upper surface. There are many other species of butterflies displaying "warning" colours on the upper



3. FURNISHING A STRIKING EXAMPLE OF A LEAF-LIKE CAMOUFLAGE: *MORMOLYCE*, A NATIVE OF BORNEO, JAVA AND SUMATRA, AND THE WORLD'S MOST REMARKABLE BEETLE. The leaf-like camouflage is formed by outgrowths on each side of the wing-cases. The beetle is found upon large fungi on dead trees in the jungle.

gain a vastly added interest and splendour when we begin to ponder on the why and the wherefore of these very striking differences. Their contemplation, indeed, adds not a little to the joy of living and our sense of the mystery of life.

In this matter of coloration, if the theme has hitherto not forced itself on the mind, it will be found, when followed up, that those who have already acquired a measure of efficiency in its interpretation have, for our better understanding, founded a theory as to the meaning of this coloration which, on the whole, is both helpful and convincing. Briefly, it displays four main types—protective, warning, sexual, and seasonal.



4. PROVIDING ONE OF THE MOST PERFECT EXAMPLES OF "PROTECTIVE" COLORATION KNOWN: FOUR SPECIMENS OF THE FEMALE "LEAF-INSECT" AT REST ON A SHRUB.

In their green coloration and leaf-like expansion of the wing-cases, body and legs, the females of the "leaf-insect" provide one of the most perfect examples of "protective" coloration known. The likeness to a green leaf is less marked in the males.

Photograph by D. Seth-Smith.

enemies and left no descendants. A serious objection to this interpretation is that the increments of growth in each generation would be too small to have survival value.

ARNHEM LAND NATIVES INVESTIGATED: A PATRIARCHAL WARRIOR.



A NATIVE LEADER WHO, BY MEANS OF ABNORMAL POLYGAMY, HAS BUILT UP A FAMILY STRENGTH UNIQUE AMONG AUSTRALIAN ABORIGINES: WONGO (EXTREME LEFT), A COMMANDING PERSONALITY IN TRIBAL GROUPS AT CALEDON BAY, WITH ELEVEN OF HIS TWENTY-TWO WIVES.

CONTINUING his series of articles on his journey of investigation among natives of Arnhem Land, in Northern Australia, under special commission from the Commonwealth Government (see our issues of Sept. 17 and 24), Dr. Thomson writes: "Caledon Bay lies a day's sail north of Blue Mud Bay. The people of Caledon Bay are known popularly as the 'Balamumu Tribe.' This is not, however, the name of a 'tribe,' but is applied loosely, by the natives, to a number of distinct groups of which the Caledon Bay peoples form a unit. Wongo and his sons—for these people are patrilineal, tracing descent and membership of clan through the father—belong to a group of the Arrawiya—famed far and wide, and greatly feared, through the prowess at arms of one man and his strong sons. At the time of my first visit, Wongo and his group were reported to be at Trial Bay, just to the south of Caledon Bay. We approached the camp overland on foot. The journey was a memorable experience, for it

(Continued below)



CARRYING IRON-HEADED SPEARS MADE CHIEFLY FROM TANKS OR BOILERS OF WRECKED SHIPS: WONGO (CENTRE) WITH FOUR OF HIS WARLIKE SONS—THE ONE ON THE RIGHT THE MOST DANGEROUS.

WRONGLY RUMOURED TO BE A HALF-CASTE, OR A "WHITE WOMAN" SURVIVOR FROM A WRECK: CLARA, A FULL-BLOODED NATIVE OF WONGO'S CAMP, ONCE FAMOUS AS AN "AMAZON."



"THE MOST REMARKABLE ABORIGINE IN AUSTRALIAN HISTORY," OUTSTANDING AMONG HIS FELLOWS FOR CHARACTER, INTELLIGENCE, AND GENIALITY: WONGO IN MERRY MOOD.

brought home to me how great was Wongo's influence and how much he was feared by his neighbours. Some miles to the south of Trial Bay we picked up the tracks of a party of hunters, which the natives with me recognised as those of members of Wongo's group—including the tracks of 'Clara,' of whom I shall speak later. The atmosphere became tense at once; at that time Clara had a reputation far and wide as an Amazon. We entered a belt of dry, dense, tropical jungle intersected by native pads that wound in and out among the thickets. We had to thread our way through this to reach Trial Bay. The natives were expecting at every moment to be ambushed. They could not be induced to speak aloud, but would communicate only by sign-language or in whispers. That night was an anxious one. The natives squatted by the fire and at intervals throughout the night they called aloud upon members of Wongo's group by name—a practice that they had started when we got into what they regarded as hostile country, and the object of which was to placate an enemy who might be prowling round ready to fall upon us. On the following day we reached Wongo's camp.

(Continued overleaf.)



WITH A BEARD (OF A TYPE WORN BY OLD MEN) ISOLATED ON THE CHIN BY SMEARING THE FACE WITH BEESWAX AND PULLING HAIRS OUT SINGLY: WONGO SEEN IN PROFILE.

MOTHERHOOD AND CHILDHOOD AMONG AUSTRALIAN BLACKS :

CHILDREN'S GAMES AKIN TO THOSE OF EVERY RACE
IN THE WORLD.



SHOWING THAT CHILDREN ARE THE SAME ALL THE WORLD OVER :
A GROUP FROM WONGO'S CAMP AT TRIAL BAY, SITUATED ON THE GULF
OF CARPENTARIA, BUILDING "HOUSES" OF CUTTLE-FISH BONE.

Continued.
I think I can say that I approached this old man without any sentimental bias—the severe journeys of the preceding weeks would have removed the last vestige of that—and I left him, after spending some time with his group on this occasion, with respect and admiration. Again, I am not going to paint him with a halo: he has been a great fighter and has won for himself a name that has never been approached by any other Australian aborigine. He is, however, a really remarkable native and stands out among his fellows for his character and bearing. When I first saw him he was about sixty years of age, not a big man, but well built and strong. He had a strong face, with some cunning; not without guile; a man of no mean intelligence. Three of his sons were then hundreds of miles away in Fanny Bay Gaol, and he can never have expected to see them again. Probably the most remarkable feature of this old man's face were his eyes, which were direct and penetrating. His face was clean-shaven except for a long beard confined to the tip of his

(Continued on right.)



MATERNAL PRIDE: A HAPPY STUDY OF A YOUNG ARNHAM LAND MOTHER AND HER
BABY, WHICH BANISHES RACIAL DISTINCTIONS BY THE UNIVERSALITY OF ITS
APPEAL.

chin, which gave him an appearance of distinction. This type of beard, as will be seen from the photographs, is much affected by the old men of Arnhem Land. They rub the black wax of the 'sugar-bag,' or wild bee, into their faces, and then pluck out the hairs singly—a laborious and rather painful proceeding. Wongo is undoubtedly the most remarkable aboriginal and the strongest character among these people. Popularly he is spoken of as 'King' Wongo, or as 'chief' of the 'Balamumu' tribe, but it must be remembered that anything approaching kingship or chieftainship is quite foreign to Australia. For many years Wongo has had a tremendous influence not only on this coast, but for a considerable distance over the neighbouring territories, partly by reason of his own remarkable character, and partly by the prowess at arms of his strong sons. For the number of Wongo's wives is legion. The genealogical table that I collected with the aid

(Continued opposite.)



"ENDLESS IMITATION"—IN PREPARATION FOR LIFE'S REALITIES: LITTLE
"MOTHERS," EACH WITH A MUD BABY AND CLAY "BREASTS" HUNG FROM THE
NECK, AT PLAY AFTER THE ARRIVAL OF A NEW BABY IN CAMP.



THE AUSTRALIAN NATIVE'S EQUIVALENT OF THE COVERED PRAM OR CRADLE :
A BABY ASLEEP UNDER A MAT CALLED NGUNMARRA, AND USED AS A SHELTER
WHILE THE MOTHER SEARCHES FOR FOOD.



THE ARNHAM LAND SMILE: A LITTLE NATIVE GIRL OF NORTHERN AUSTRALIA.
WHERE CHILDHOOD AMONG THE NOMAD RACES OF ARNHAM LAND IS A
PARTICULARLY HAPPY TIME.

WHERE ANTS BUILD TURRETED "CASTLES" AND 20-FOOT PILLARS :

INSECT- AND TREE-LIFE OBSERVED DURING A JOURNEY
OF INVESTIGATION IN ARNHEM LAND.

WITH "TURRETS" LIKE A MEDIEVAL CASTLE: A CURIOUS EXAMPLE OF THE TERMITE OR "WHITE ANT" HILLS FOUND BY THOUSANDS IN NORTH AUSTRALIA, AND OF MANY DIFFERENT SHAPES (SEE BELOW).

ABOVE: A WINDY HEADLAND WITH PANDANUS-PALMS, OR SCREW-PINES: A TYPICAL SCENE ON AN OUTLYING ISLAND OF THE CROCODILE GROUP, OFF THE LONELY COAST OF ARNHEM LAND, IN NORTH AUSTRALIA



A TERMITE "SKYSCRAPER" OVER 20 FT. HIGH (AS INDICATED BY THE MAN AND WOMAN BESIDE IT): ONE OF COUNTLESS ANT-HILLS, WHICH NATIVES BREAK UP AND USE, INSTEAD OF STONES, TO MAKE OVENS OR IN MAGIC RITES.



A SAVANNAH FOREST AT CAPE STEWART: LIVINGSTONIA PALMS (WHOSE HEART THE NATIVES EAT RAW); EUCALYPTUS (PROVIDING BARK FOR HOUSES AND CANOES, AND WOOD FOR SPEARS); AND (RIGHT CENTRE) A SMALL PALM WHICH IS A CYCAD (CYCAS MEDIA).

Continued.
of much patience and more tobacco shows no fewer than twenty-two wives, most of whom still survive, with innumerable children. This is, of course, not a normal condition, and the explanation lies in the fact that the Arrawaiya clan is below normal strength and that Wongu has in this way acquired many women who would normally belong to tribal brothers and other relations. In this way he has built up a family strength and solidarity that is unapproached in Arnhem Land, or, I think, anywhere else in Australia. In Wongu's camp at Trial Bay I met another remarkable native, this time a woman, whose name is only less renowned than that of Wongu himself. She is known even at Caledon Bay by her white-man name of 'Clara.' In the many misleading reports that have been circulated about this coast, she has frequently been said to be a half-caste, a woman of great cunning and wide influence, who had engineered much of the trouble that occurred at Caledon Bay—a woman who laid the plots and directed their carrying out. Alternatively, she has been described—even in London papers—as a kind of 'damsel in distress'—a white woman who survived the wreck of the ill-fated 'Douglas Mawson,' which foundered in a cyclone in the

(Continued below.)

Gulf of Carpentaria many years ago. In reality, I found her to be just a harmless old woman—a full-blooded native, and not a half-caste—a widow struggling bravely to rear her two children. Clara, who belongs to the Mara tribe, was taken with her husband to Caledon Bay on a trepang lugger many years ago. The boat was attacked. The crew escaped, but Clara and her child were taken, and she was made the wife of her captor. This must have occurred more than twenty years before my visit. She had lost her own language completely, for she could not understand Mara at all, but she knew some English. Last year rumours were again current regarding white women survivors of the 'Douglas Mawson' held captive by natives. These rumours have no foundation, and doubtless originated in distorted reports about Clara. But they were revived so strongly just before I left the field that I received a communication from the Administrator which almost involved another long patrol to Blue Mud Bay."

The World of the Kinema.

By MICHAEL ORME.

PAST AND PRESENT.

THE richards who preserve a superior attitude to the kinema—and they are still amongst us—denying to it all serious purpose, belittling its present achievement and discounting its further possibilities, must concede to it at least one major point—its power to evoke the past. The moving picture, it may be argued, has no duty to perform that could not and has not been accomplished by the chisel, the pen, or the paint-brush. Yet it has remained for cinematography to add the modifying evidence of actuality to the contemporary records of the writer and the painter, even, indeed, to memory itself. For memory is a mirror that catches an impression coloured by the pleasure of the moment. The moment and the manner of it passes; the pleasant impression remains unchanged by the march of time and the altered outlook. No aspect of Mr. C. B. Cochran's "Flashbacks" (at the Palace Theatre) held for me a greater measure of interest than the demonstration of the fallibility of memory.

Mr. Cochran's evolution of the "movies" carries the mind back a hundred years to the hand-painted magic-lantern slides of 1838 and the first attempt to introduce movement, as represented by a paddle-steamer perilously plying through ultramarine waves (or, rather, over them) from Dover to Calais. Mr. Cochran shows these wonders in becoming silence, but as the primitive moving picture advances through its early stages of six, and even seven,

world conquest, and to them should go a large share of the honours due to the pioneers of the screen.

How far the paths they first trod have led away from the histrionic capers of their colleagues of a quarter of a century



"THE ADVENTURES OF ROBIN HOOD": MAID MARIAN (OLIVIA DE HAVILLAND) WITH HER MAID, BESS (UNA O'CONNOR).



"THE ADVENTURES OF ROBIN HOOD," AT THE NEW WARNER THEATRE: SIR GUY OF GISBOURNE (BASIL RATHBONE) CROSSES SWORDS WITH ROBIN HOOD (ERROL FLYNN).

The first production to be presented at the new Warner Theatre which has been erected on the site of old Daly's Theatre, Leicester Square, is "The Adventures of Robin Hood," with Errol Flynn in the name-part. The film is reviewed on this page.

movements per subject, the piano accompaniment takes up its tinkling tale of sweet sentiment and suitable emotion until it, in turn, yields to an orchestra. There are early news-reel films, dating from 1896 to 1897, that include Queen Victoria's Diamond Jubilee, her state visit to Dublin, and her funeral procession. Trick photography of nearly forty years ago, the first Western, Little Tich in Paris in 1911, the first Chaplin films, and Mary Pickford's performance that won for her the title of "the world's sweetheart," a tentative experiment in colour-photography, and even a "Mutt and Jeff" cartoon which, surprisingly, once provoked our hearty laughter, swell the cavalcade of movies that from 1916 onwards comes entirely under the banner of Pathé Gazette, to wind up with last-minute news.

Mr. Cochran has compiled his programme as a two-hour entertainment rather than a history of the screen, and he has chosen his excerpts well, so far as they go. But a glimpse or two of the idols of the later silent era, a few samples of the first talkies, and a brief reference to the evolution of the cartoon would have sustained the interest and the character of the entertainment more successfully than does the final survey of news-reel pictures.

It is possible that the startling readjustment of recollections demanded by "Flashbacks" fattered my personal desire for further study of the fictional film. Actuality comes out with flying colours. Apart from improved photography, the early news-reels do not bear the archaic stamp of the first screen dramas for the reason that ordinary men and women move naturally, without indulging in the staccato gesture or the facial contortions of the players. It soon becomes evident that the mechanical progress of cinematography pales in significance beside the complete revolution in histrionic methods that has led to the veracity of modern screen acting. There are, however, two grand exceptions to the general rule of absurd over-acting—Miss Mary Pickford and Mr. Charles Chaplin. They took the measure of their new medium and adjusted their terms to the camera. Herein, surely, lay the reason of their

ago! What are twenty-five years in the history of an entirely new form of entertainment that had to feel its way in every direction? Yet within that short span, barrier after barrier has gone down until the shadow drama found its feet for the forward march to such pictures as "Pygmalion," at the Leicester Square Theatre. Here is a brilliant adaptation that has lost none of the vitality or of the pungent wit of Mr. George Bernard Shaw's famous play in its transit from stage to screen and yet conforms to all the standards of the kinema as well as of the box-office. This production from a British studio, with British directors and actors, sets up another milestone in the history of the screen. It is, moreover, a shining example of intelligent approach to a work that was perfect in its initial form, and therefore fundamentally a "conversation piece." True, the



"PYGMALION," AT THE LEICESTER SQUARE THEATRE: HENRY HIGGINS (LESLIE HOWARD), THE PROFESSOR OF PHONETICS, WITH ELIZA DOOLITTLE (WENDY HILLER), A COCKNEY FLOWER-GIRL.

"Pygmalion," at the Leicester Square Theatre, is the screen version of Bernard Shaw's brilliant comedy. Leslie Howard plays the part of Higgins, the Professor of Phonetics who decides to make a lady of a Cockney flower-girl (Wendy Hiller) as the result of a wager.

settings lend themselves amiably to screen enlargement. Covent Garden, where Henry Higgins, Professor of Phonetics, discovered the little Cockney flower-girl out of whom he created a great lady of impeccable manners and speech; the ambassadorial reception, where Eliza Doolittle crowned the Professor's

experiment with the victor's laurels, these are backgrounds that have legitimately acquired an added reality and size on the screen.

"Pygmalion" is one of those films which have left the mould all in one piece, every component part in place, beautifully balanced, glowing and complete. A common inspiration, it would appear, has united the directors, Mr. Anthony Asquith and Mr. Leslie Howard; the adaptors, Mr. W. P. Lipscomb and Mr. Cecil Lewis; Mr. Stradling at the camera; Mr. Honegger, the composer, and every member of a distinguished company in their determination to turn a great play into a great picture. At the same time, a star has been discovered in Miss Wendy Hiller, who seems equipped for greatness. Her Eliza Doolittle is a lovely creation. She travels from the defiant ragamuffin stage to the poise and precision of a cold young beauty with a sure sense of character, and every step of her journey is a wonderful experience. Mr. Leslie Howard's Higgins has the driving power of the enthusiast and the callous fury of the scientist, an admirable performance shot through with incisive humour. To distribute praise where it is merited would be to reel off all the names in the cast, and in singling out Mr. Wilfrid Lawson, a genial blackmailer and champion of the "undeserving poor," and Mr. Scott Sunderland as the Professor's soldierly ally, the acknowledgment of their more prominent parts carries with it a general compliment to an ensemble of uniform excellence.

The kinema marches on. Colour-photography such as was not dreamed of by those patient painters of magic-lantern slides in the 'thirties comes ever nearer to perfection. "The Adventures of Robin Hood," the First National production which ushers the new Warner Theatre into the arena of Leicester Square's picture palaces, emulates the rainbow's tints in its pageantry and catches Nature herself in a shining net. As a Technicolor spectacle, this swashbuckling drama could not well be bettered. Splendour, indeed, is the keynote of this big and handsome picture with its vast crowds, its mighty scrimmages, and its Romeo-and-Juliet romance. But too much splendour can be somewhat overwhelming. Mr. Errol Flynn's stalwart, acrobatic Robin, Mr. Claud Rains' suavely scheming John, Mr. Basil Rathbone's frozen villain, and Miss Olivia de Havilland's tender Marian are at times ornamentally rather than dramatically interesting.



"PYGMALION": ELIZA DOOLITTLE CARES LITTLE FOR THE FIRST STEP IN HER TRANSFORMATION—A BATH!



"PYGMALION": THE CULMINATING POINT OF HIGGINS' EXPERIMENT—ELIZA DOOLITTLE (WENDY HILLER) IS PASSED OFF AS A DUCHESS AT THE AMBASSADOR'S RECEPTION.

"SEEING" WITH THE FINGERS: THE ST. DUNSTAN'S BLIND HELP THEMSELVES.

PHOTOGRAPHS REPRODUCED BY COURTESY OF ST. DUNSTAN'S.



LIGHTING A CIGARETTE WITH A MATCH HELD ALONG ITS SIDE; SO THAT THE FLAME WILL BE IN THE RIGHT PLACE.



PLAYING WITH HIS CHILD, WHOSE FEATURES HE KNOWS ONLY BY TOUCH: ONE OF ST. DUNSTAN'S TRAINED BLIND EX-SERVICEMEN AS A FAMILY MAN.



FEELING HIS GARDEN GROW: ONE OF MANY BLIND SOLDIERS WHO FIND PLEASURE IN CULTIVATING THE GROUND AND RAISING FLOWERS AND VEGETABLES.



PLAYING CHESS WITH GAME BOARD AND PIECES SUPPLIED BY ST. DUNSTAN'S: ALTERNATE SQUARES ARE RAISED AND THE CHESSMEN ARE EASILY DISTINGUISHABLE.



CARD-PLAYING BY THE BLIND: THE SUIT AND THE VALUES ARE DENOTED BY A SERIES OF RAISED DOTS.



POURING OUT A DRINK: THE BLIND JUDGE BY WEIGHT, BUT ALSO PLACE A FINGER OVER THE EDGE OF THE GLASS.



WITH THE QUARTERS MARKED WITH DOUBLE DOTS AND THE OTHER INTERVALS WITH SINGLE DOTS: A WATCH BY WHICH THE BLIND CAN TELL THE TIME.

The number of blinded ex-Servicemen under the care of St. Dunstan's is still nearly two thousand and, in addition, their wives and children are beneficiaries. None should forget this. During the year forty-one new cases, all the result of Great War disabilities, were admitted. Fourteen of these owe their disability to gas, the effect of which has been delayed for over nineteen years. There are now forty of these late gas cases in St. Dunstan's, and others are known to be coming. All the men are trained to use their hands; so that, to a certain extent,

they can overcome their handicap and retain some measure of independence. On this page are illustrated pastimes and pleasures in the daily round from which the untrained man is debarred. At St. Dunstan's the blind are taught to look after as many of their little personal wants as possible. By using special cards and apparatus the blind man can take part in indoor games and his sensitive fingers "see" for him his child's features or his budding plants. He can tell the time by using a special watch and is even taught how to pour himself a drink.

BOOKS OF THE DAY.

WALKING on Hampstead Heath the other day, I saw some of the highly efficient trenches dug during the crisis as air-raid shelters. All around them were huge mounds of the wet clay that had been thrown up, and I visualised the miserable scenes that might have been enacted there on raw October nights—people stumbling over the heaps of sticky soil, and then huddling, perhaps for hours, in those cold and comfortless excavations, brooding on the chances of a direct hit. In contrast to the picture thus evoked, it is pleasant to be able once more to regard the sky without thought of bombs, and to see cruising overhead only Nature's inoffensive aircraft—the birds. In reviewing last week Mr. Ernest Raymond's work on St. Francis of Assisi, who preached a famous sermon to an avian congregation, I mentioned having chosen it as prelude to various books about our feathered friends. After all, they had to be omitted for lack of space, or (shall we say?) owing to the crisis. I will therefore introduce them now.

Ornithologists of every sort will welcome the first instalment, beautifully illustrated, of a comprehensive survey by recognised authorities of bird-life in our islands, namely, "THE HANDBOOK OF BRITISH BIRDS." By H. F. Witherby, Editor; the Rev. F. C. R. Jourdain; Norman F. Ticehurst; and Bernard W. Tucker. Vol. I. Crows to Flycatchers. With 33 Plates (mostly in colour), Text Figures and Maps (Witherby; £1 15s.). This initial volume, with its wealth of information and its admirably clear arrangement and printing, manifestly inaugurates a work that will take standard rank. "Our aim", writes Mr. Witherby, "in this Handbook, as in its predecessor, the *Practical Handbook*, has been to produce a work of real practical utility, not only to the professed ornithologist, but to the beginner. We have sought to make it as complete as possible as a book of reference on British birds. . . . The old work has not only been brought up to date and largely rewritten, but . . . much new matter has been added. Moreover, it has been possible to give a very complete series of coloured illustrations showing the birds in different plumages. There are many books on British birds with coloured plates, but one which gives figures of the birds in their various stages of plumage has been a much-felt want."

To the untutored mind, perhaps, the thought may occur—why should the tale begin with the crow? The compilers might have been expected first, as in the old parlour game, to think of a bird beginning with A. And if the British Isles cannot boast an albatross or an auk, what about the blackbird or the bullfinch? The answer seems to be that birds are classified, not in alphabetical order of popular names, but according to a system of scientific grouping. The ordinary reader can trace any particular bird by consulting the index, which is divided into two sections, giving respectively English names and scientific names used in Vol. I. For the benefit of the expert, it may be well to indicate the system of grouping adopted. An introductory note on classification states: "The ordinal and family diagnoses prepared by the late Dr. Hartert for the *Practical Handbook* have been checked and revised by B. W. T. (presumably Mr. Bernard W. Tucker) after consultation with Dr. Alexander Wetmore, of the U.S. National Museum. . . . The terminology and treatment of orders, sub-orders and families conform with Dr. Wetmore's own well-known scheme of classification."

There is naturally a difference, in purpose and manner, between such works and those of a descriptive type intended for continuous reading. This difference can be best illustrated by quotation. Take, for example, the habits of starlings. In "The Handbook of British Birds" occurs the following note in "telegraphic" style: "Roosts gregariously, often in immense numbers, in variety of situations. Commonest sites are reed- and osier-beds, dense conifer or deciduous coverts (both in trees and undergrowth), laurels, rhododendrons and, less often, thorns. In London . . . many roost on large buildings; also in caves and cliffs on Scottish islands, and even on oil condensers, bridges, cranes in dockyards or floating

buoys, and, exceptionally on ground. . . . On arrival flocks generally settle in trees adjacent to roost or feed for a time on ground, and, usually, but not always, perform spectacular massed evolutions in air before finally 'rocketing' into roost."

Now take the same theme as treated by a writer whose object is to kindle emotion and appreciation of the picturesque in wild life, rather than to give a plain record of facts. The book in question is "THE PAGEANT OF WINGS." By Douglas Gordon. Illustrated by his wife, R. E. St. Leger-Gordon (Murray; 8s. 6d.). "Collective flight," says the author, "even of birds which individually may only be regarded as insignificant, cannot fail to be spectacular. There are species, undistinguished as single performers, yet past-masters of mass evolution when upon the wing in vast multitudes. Scarcely anyone would look twice at a solitary starling as it passed overhead. Upon the other hand, unemotional indeed must be the observer who could watch the incoming rush of starling hosts at a main roosting-place and remain impassive. . . . These birds present *en masse* as stirring a spectacle as animated Nature can produce. . . . From every direction as dusk falls the immense companies of birds come hurtling in, the whistling roar of their wings like a high wind in the trees as they whirl and swoop, or execute that wonderful headlong plunge into the thick of the wood—perhaps

possible was evident in the tactics adopted in the course of a northward drift personally witnessed along the coast-line between Morwenstow and Hartland in May 1934. An all-day procession of birds skimmed the cliff-tops, but flying so low that they barely cleared the bushes. Far from seeking the upper air-currents, they appeared to be availing themselves of all possible shelter, even as the gulls and oyster-catchers hugged the shore for the same reason."

Though of Highland descent, Mr. Gordon is by birth a Canadian, and among the birds of his native land he describes a scene even more impressive than the mass evolutions of starlings: "Unrivalled, perhaps, in the grandeur of irresistible might is a flight of Canada geese, glorious birds which in the heyday of their abundance passed along the ancient highways of the northern lakes, to and from their breeding-places 'under the very Pole itself.' Memory retains a vivid impression of a flock encountered many years ago. When crossing a great plain beside the desolate and little-known Leche Lake, I saw on the horizon a dark mass which in the distance had the condensed appearance of a thunder-cloud. It swept on at cyclonic speed and proved to be a cloud indeed, but of geese. Extravagant language one might think, but without exaggeration they darkened the sky. A hundred fathoms high they flew, magnificent in their countless multitudes, with a soul-inspiring thunder of innumerable flailing pinions and wild-free tumult of cries ringing like bugle-notes, as though to rally the stragglers which trailed astern of the host in a seemingly unending procession."

Further light on these remarkable geese, their domestic virtues, and the danger of extinction threatening some of their species, is cast by the section allotted to them in "BIRDS OF CANADA." By P. A. Taverner. Illustrated in Colour by Allan Brooks and F. C. Hennessey. With 173 Colour Plates and 488 Black and White Drawings. Published by permission of the National Museum of Canada (Murray; 18s.). This highly attractive volume combines the qualities of a reference book, covering avian life in the Dominion, with a more popular style in its descriptive notes. Thus, with the last passage quoted from Mr. Douglas Gordon's book may be compared a cognate extract from Mr. Taverner's pages.

Discussing the theme from a sporting point of view, he says: "The Canada Goose is a watchful and wary bird, usually spending the day well out on open water or in marshes, coming in at night to feed on the fields and stubble. While so engaged, there is always one long neck upstretched to survey the surroundings, and unobserved approach by the most expert stalker is next to impossible. So long as its remaining breeding grounds in the far north remain uninvaded, and it is not seriously disturbed in its southern winter feeding stations, there is little danger of extermination (*i.e.*, of the species as a whole . . . though the Honker is threatened, especially in the west). . . . Domestically, the Canada Goose is a model for man. Unlike ducks, which mate for the season and then part, usually for ever, geese generally mate for life, mourn a lost mate, and are not easily comforted. Both sexes assist in the responsibilities of family life and if necessary share the supreme sacrifice in its behalf. We speak of the goose as the personification of foolishness, but the Canada Goose is one of the most intelligent and wildest of birds and exhibits occasional bits of strategy that are astonishing."

This week my space is even more limited than usual, and I can only name several other delightful books of kindred interest—"MY WOODLAND HOME." By Cherry Kearton. With 81 Illustrations (Jarrolds; 7s. 6d.); "WILD BIRDS IN BRITAIN." By Seton Gordon. With 2 Plates in Colour and 100 Illustrations from Photographs (Batsford; 8s. 6d.); "BIRD WATCHING DAYS." By A. W. P. Robertson and R. D. Powell. Photographs by the Authors (Collins; 7s. 6d.); and "THE FLIGHT OF BIRDS." By C. Horton-Smith. Foreword by Sir Gilbert Walker. Illustrated. (Witherby; 7s. 6d.). And now I, too, must "rocket into roost."

C. E. B.



M. DALADIER OBTAINS AN OVERWHELMING VOTE OF CONFIDENCE FOR THE PART HE PLAYED IN THE NEGOTIATIONS LEADING TO THE MUNICH AGREEMENT: THE FRENCH PREMIER MAKING HIS STATEMENT IN THE CHAMBER OF DEPUTIES.

On October 4, M. Daladier, the French Premier, made a statement in the Chamber of Deputies dealing with the negotiations leading to the Munich Agreement. In his speech, he said: "On the night of September 13-14 I entered into contact with Mr. Chamberlain. I suggested to him the usefulness of personal contact between those responsible rather than negotiations and exchange of notes." The vote was made a question of confidence in the Government and the Chamber's support of M. Daladier's foreign policy was shown by the result—535 to 75 against. (*Planet*.)

the most bewildering collective feat of which gregarious birds are capable."

I have chosen the starling for special mention as being one of the birds that haunt the suburban garden to which my opportunities of observation are confined, and it is amusing to compare his fussy, perambulating strut with the linear hop-hop-hop of the blackbird. On the Hampstead ponds, near my present abode, there is a certain amount of aquatic bird-life, and a few months ago I witnessed a display of dictatorial bullying by an irate swan. There were a number of ducks on the pond, and one of them had evidently incurred his lordship's displeasure. He chased that wretched duck all over the pond, but each time he thrust out his beak to grab it the duck dived and executed a strategic movement to the right or left flank. This went on for some twenty minutes, when there was a temporary lull in the pursuit, but later it was resumed. I could not stop to see the finish, if there was one. If I had been that duck, I should have taken wing to another of the ponds. It was lucky for him that the swan could not dive too.

Having made pilgrimage, this summer, to certain literary shrines in my "spiritual home" along the north Cornish coast, I especially enjoyed Mr. Douglas Gordon's fine description of the cliffs and rocky islets, haunted by countless sea-birds, about Boscastle and Tintagel. Again, he gives a Cornish example in discussing the difficulties of migrant birds faced by contrary winds. "That migrating swallows," he writes, "avoid wind resistance as much as



CHRISTIANITY ON THE WELSH BORDER AFTER THE DECAY OF ROMAN RULE IN BRITAIN: A RECONSTRUCTION DRAWING OF A 5TH-CENTURY CHURCH IN THE TOWN OF VENTA SILURUM (CAERWENT, IN MONMOUTHSHIRE).

Here and on the next page we show in coloured reconstruction parts of Venta Silurum, the Roman town excavated at Caerwent, near Cardiff, as it was after Roman rule in Britain decayed. Later we hope to illustrate, in similar form, the whole Roman town in its prosperous days. Regarding the above drawing, Mr. Nash-Williams writes: "Christianity first entered Britain from Gaul in the third century, and before the end of the Roman period there were Christian communities. Following the Teutonic invasions of England in the fifth century, British Christianity was relegated to Celtic regions of the west, including

Wales, and to this period the Caerwent Church probably belongs. It stood in the centre of the derelict Roman town, partly overlying the site of the public baths, whose overgrown ruins appear in the background. Its Roman character is seen in its distinctive plan, comprising a short, unaisled nave with rough apse at the east and porch at the west end. The church was built of stone in the Roman tradition, but otherwise its construction was of the crudest, reflecting the growing barbarism of the age. In the foreground are patched remains of odd Roman buildings, still utilised by the few lingering inhabitants of the place."

Prepared by the artist, ALAN SORRELL, A.R.W.S., in collaboration with the Department of Archaeology, National Museum of Wales, Cardiff, where the original drawing is exhibited.
Description by V. E. NASH-WILLIAMS, F.S.A., Keeper of the Department.



**WHEN IRISH RAIDERS RAVAGED THE WELSH COUNTRYSIDE UP TO THE WALLS OF VENTA SILURUM (CAERWENT):
A PICTORIAL RECONSTRUCTION OF HOUSES IN THE ROMAN TOWN; WITH SMOKE FROM BURNING CORNFIELDS.**

The drawing shows buildings in the best residential quarter, containing all the largest houses, one of which is seen in the centre. Its remains were uncovered during exploration on the site. Measuring roughly 90 ft. square, it was of the "courtyard" or "quadrangle" type, consisting of a central peristyled court or garden with porticoes and ranges of rooms all round. It resembles the Italian town-house, as found at Pompeii, Ostia, and elsewhere. It was stone-built, with solid rubble walls and characteristic red-tiled roof. Roman-Doric columns carried the roof of the porticoes, which had mosaic pavements. The living-rooms were

mostly floored with lime-and-brick concrete (*opus signinum*), and the walls were frescoed. One room had a hypocaust or underground heating chamber. Another feature was the excellence of the drainage and sanitary arrangements. A second and larger house of quadrangle type is seen immediately behind the first. The drawing depicts the town in its later troubled days, when the adjacent countryside was harassed by sea-borne marauders from Ireland. Smoke and flames from cornfields fired by the raiders sweep over the town. In the left foreground parties of the town-militia are rushing to the attack, while others man the walls.

PREPARED BY THE ARTIST, ALAN SORRELL, A.R.W.S., IN COLLABORATION WITH THE DEPARTMENT OF ARCHEOLOGY, NATIONAL MUSEUM OF WALES, CARDIFF, WHERE THE ORIGINAL DRAWING IS EXHIBITED.
DESCRIPTION BY V. E. NASH-WILLIAMS, F.S.A., KEEPER OF THE DEPARTMENT. (SEE PRECEDING PAGE.)

TUNNELLERS MEET 25 FT. BELOW THE THAMES: KENT AND ESSEX JOINED FOR THE NEW DARTFORD TUNNEL.



THE KENT AND ESSEX SHIELDS MEET BELOW THE RIVER: THE FIRST STAGE IN THE CONSTRUCTION OF THE DARTFORD TUNNEL COMPLETED.

THE pilot tunnel which will be enlarged to form the new Dartford Thames Tunnel was completed on October 4, when the cutting edges of the shields which have been boring from the Kent and Essex banks met each other twenty-five feet under the river-bed. The two borings, twelve feet in diameter, coincided with an error in line of only 3-8ths of an inch and an error in level of only 3-16ths of an inch. The tunnellers have been working under a pressure of 30 lbs. to the square inch, and have cut through 2832 ft. of earth since the early part of this year. The cutting shields are fitted with hydraulic rams which push the shield forward into the cavity excavated; and a fresh ring of cast iron is then erected behind it. The contractors for the pilot tunnel are Messrs. Charles Brand and Son, and the project has been sponsored by the Government.



SEPARATED BY ONLY EIGHTEEN INCHES OF SOIL: THE CUTTING EDGES OF THE KENT AND ESSEX SHIELDS SHOWN AS THEY MET 25 FT. UNDER THE THAMES.



WORKING UNDER A PRESSURE OF 30 LB. TO THE SQUARE INCH: TUNNELLERS DISMANTLING THE KENT SHIELD (IN BACKGROUND) WHILE THE FOREMAN DRIVES THE ESSEX SHIELD FORWARD TO COMPLETE THE BORING FOR THE PILOT TUNNEL UNDER THE THAMES, WHICH WILL BE ENLARGED TO FORM THE MAIN TUNNEL.

A WINDOW ON THE WORLD: PICTORIAL NOTES ON CURRENT NEWS.



THE INTERNATIONAL BRIGADE FIGHTING ON THE REPUBLICAN SIDE IN THE SPANISH CIVIL WAR DISBANDED: MEMBERS IN A FAREWELL PARADE. (*Wide World.*)

On October 10 "The Times" stated: "The International Brigade, which has been fighting with the Republican forces in Spain, was formally disbanded a week ago, and the British contingent is expected home within a few days. Some particulars of the strength of the British battalion have been given in the "Daily Worker," which states that over 2000 men went to Spain; 432 were



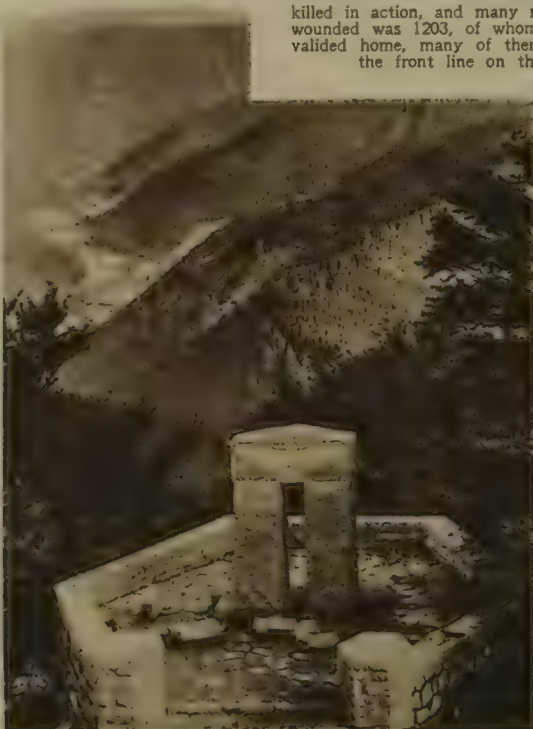
OFFICERS OF THE BRITISH BATTALION OF THE INTERNATIONAL BRIGADE: SOME OF OUR 2000 MEN WHO FOUGHT ON THE SPANISH GOVERNMENT SIDE. (*Keystone.*)

killed in action, and many more, reported missing, are now presumed to be dead. The number wounded was 1203, of whom most returned to the battalion after treatment, but 494 were invalided home, many of them incapacitated." The International Brigade, was recently moved from the front line on the Ebro to a reserve position preparatory to demobilisation.



FRANCE'S TRIBUTE TO KING ALBERT: THE MONUMENT WHOSE UNVEILING KING LEOPOLD ARRANGED TO ATTEND.

October 12 was the date fixed for the unveiling of the French monument to King Albert, in the presence of his son, King Leopold III. It was expected that the Crown Princess of Italy, King Albert's only daughter, would also visit Paris for the ceremony. The above photograph shows workmen putting finishing touches to the monument a few days earlier. (*Planet News.*)



A MEMORIAL IN GERMANY TO LONDON SCHOOLBOYS LOST IN A SNOWSTORM IN THE BLACK FOREST.

In 1936 five Brixton schoolboys, on holiday in the Black Forest, died from exhaustion and exposure in a snowstorm and fog on the Schauinsland. The funeral (illustrated in our issue of April 25, 1936) was attended by members of the Hitler Youth organisation, and one of its leaders arranged to unveil the above memorial on October 12 last. It bears the German eagle and swastika. (*Associated Press.*)



A PRESENTATION TO OFFICERS OF A FAMOUS INDIAN REGIMENT: A BRONZE TIGER AS MESS-TABLE ORNAMENT.

The officers of the 3rd Battalion, 6th Rajputana Rifles—on active service in Waziristan—have been presented with this mess-table centre-piece—a tiger in an attitude of watchful advance, symbolising the regiment's home province, field duties, and sporting tastes. It is in gilded bronze on a green marble base, adorned with regimental crests. The sculptor was Mr. Antony Grinling.



AN INTERESTING OCCASION IN VIEW OF ITALY'S WITHDRAWAL OF VOLUNTEERS FROM SPAIN: GENERAL FRANCO (LEFT, WITH BACK TO CAMERA) DECORATES THE COLOURS OF ITALIAN LEGIONARIES. (*Wide World.*)

At a session of the Fascist Grand Council in Rome, on October 8, with Signor Mussolini presiding, resolutions were passed to put into operation the terms of a communiqué issued earlier in the day by General Franco. The announcement ran as follows: "General Franco is preparing for the immediate repatriation of Italian legionaries who have had more than eighteen consecutive months' campaigning in Spain. With this substantial withdrawal of volunteers, National Spain offers a



THE SPANISH NATIONALIST LEADER CELEBRATES THE ANNIVERSARY OF HIS APPOINTMENT AS GENERALISSIMO: GENERAL FRANCO (SEEN ON THE BALCONY) ACKNOWLEDGING SALUTES AT BURGOS. (*Associated Press.*)

practical contribution towards the recovery of international confidence, as well as satisfying the desires of the Non-Intervention Committee." It was reported from Rome on the 10th that the number of legionaries to be withdrawn was not fewer than 10,000. On the same date a semi-official bulletin stated: "The repatriation of a strong contingent of legionary infantry from Spain was arranged, long before the Munich meeting, by General Franco in full agreement with Italy."

WHERE THE SITUATION HAS SERIOUSLY DETERIORATED: PALESTINE.



THE HOLY LAND CONVULSED BY CIVIL DISORDER AND TERRORISM, NECESSITATING THE DESPATCH OF ADDITIONAL TROOPS FROM ENGLAND AND INDIA: A MAP OF PALESTINE AS AT PRESENT ORGANISED.

We print here a map of Palestine with the aid of which readers can follow the latest developments in that country, where, as Mr. Malcolm MacDonald said the other day, there has been a "serious deterioration." Tiberias, on the Sea of Galilee, was the scene of the massacre perpetrated by Arabs on the night of October 2; an outrage unequalled since the Arabs attacked the Jews at Hebron and Safed in 1929. Effects of the Tiberias outrage are illustrated on pages 690 and 691 of this issue. Fifty Arab casualties were reported during military operations

in Galilee on October 5. Another outrage in the north of Palestine was the shooting of Jewish lorry-drivers on the coastal road between Acre and the frontier post at Ras en Nakura, near the village of Zib. A series of engagements with Arabs followed, and, finally, a large band was broken up near Tershina, further inland. The Northern Frontier is now protected by the barbed wire barrage known as "Tegart's Wall." The Grand Mufti of Jerusalem, one of the moving spirits in the rebellion, has his headquarters over this border, at Beirut, in Syria.

THE "SERIOUS DETERIORATION" IN THE SITUATION IN PALESTINE: THE MASSACRE AT TIBERIAS, AND OTHER RECENT OUTRAGES WHICH HAVE NECESSITATED THE DESPATCH OF ADDITIONAL BRITISH TROOPS.



ARAB TACTICS IN THE RAID ON TIBERIAS: A BARRICADE OF ROCKS LAID ACROSS A ROAD TO PREVENT THE SENDING OF REINFORCEMENTS TO THE TOWN. (Pland.)



A MAIN OBJECTIVE OF ARAB ATTACKS IN THE TIBERIAS RAID: THE GOVERNMENT OFFICES IN THE TOWN—SET ON FIRE BY THE TERRORISTS.



THE SCENE OF ONE OF THE TERRIBLE OUTRAGES AT TIBERIAS: THE GUTTED HOUSE OF AN AMERICAN JEW, WHERE HE AND HIS WIFE LOST THEIR LIVES.



A PATROL CAR SET ON FIRE BY AN ARAB LAND-MINE LAID ON THE ROAD OUTSIDE NABLUS: A TERRORIST ACT TYPICAL OF MANY. (Pland.)



ANOTHER TYPE OF OUTRAGE WHICH ARAB TERRORIST HANDS SPECIALISE IN PERPETRATING: THE PIPE-LINE TO HAIFA PIERCED AND BURNED IN NORTH PALESTINE. (American Colony Photo.)



THE ARAB ATTACK ON THE JEWS AT TIBERIAS, A PREDOMINANTLY JEWISH TOWN: THE BURNED OUT SYNAGOGUE, WHERE THE WATCHMAN LOST HIS LIFE.



INSIDE THE BURNED SYNAGOGUE AT TIBERIAS: A PHOTOGRAPH SHOWING THE DOOR NEAR WHICH THE HOLY ARK WITH THE SCROLLS IN IT WAS STANDING.



PREVENTING ARMS-SMUGGLING AT JERUSALEM: POLICE AND MEN OF THE BLACK WATCH SEARCHING PACKAGES—HERE SEEN OPENING A BUNDLE OF BEDDING. (American Colony Photo.)



THE PERIL TO WHICH JEWISH SETTLEMENTS ARE CONSTANTLY SUBJECTED: A HOUSE MARKED BY "INFERNAL" BULLETS (HERE SHOWN REDDED), THOUGH ONLY ONE OUT OF TEN SHOTS HAS HIT THE SHUTTERS. (Krylatov.)



ANOTHER OUTRAGE NEAR TIBERIAS: MEN OF THE ROYAL ULSTER RIFLES (LEFT) GUARDING A BUS WRECKED BY TERRORISTS—AN INCIDENT IN THE OPERATIONS FOLLOWING THE TIBERIAS MASSACRE. (Krylatov.)



THE DIFFICULTY OF MAINTAINING RAIL COMMUNICATIONS: A DERAILED TRAIN ON THE JAFFA-JERUSALEM LINE, ON WHICH TRAFFIC HAD TEMPORARILY TO BE SUSPENDED FOR LACK OF GUARDS.



ONE OF THE PERSISTENT TERRORIST ATTEMPTS TO CRIPPLE REPAIR WORK ON THE RAILWAYS: A SLEEPER-DUMP AFTER IT HAD BEEN SET ON FIRE BY AN ARAB GANG.

Recent developments in the Palestine situation include the summoning of the High Commissioner, Sir Harold MacMichael, to London for consultation with the Colonial Secretary; the visit to London of the Iraqi Foreign Minister, Seyid Taufiq es Suwaidi (whose portrait appears on our Personal page), to give advice; and the despatch of yet more reinforcements. Two battalions have been selected to go from Egypt with guns and armoured cars; the

18th Infantry Brigade (from Aldershot), a brigade from India, two battalions from Malta, and horsed cavalry regiments from home. The Arab campaign of violence continues, the worst recent outrage being the massacre at Tiberias, some results of which are illustrated here. At 9 p.m. on October 2, a large band of Arabs, after having cut all the telephone wires, made a concerted attack on the town, which they entered in two detachments.

Firing was directed principally at the district offices, the police station, and the billets of the British police. Simultaneously, fires broke out in the district offices and the synagogue. Six houses in the Akiva quarter, lying outside the old town, were entered, and the inmates, men, women and children, all massacred. The police were quickly reinforced by the Transjordan Frontier Force from Samakh, which fought its way past an ambush at a road obstruction

on the south of the town. Fighting in the town lasted for two hours before the raiders were driven out. Altogether, nineteen Jews were killed, including three women and ten children. As we go to Press, there comes news of another attempted outrage of a very grave order; namely, the throwing of bombs at Mr. E. Keith-Roach, District Commissioner of Jerusalem. Four bombs were thrown. Two exploded; but no one was hurt.

"SERIOUS DETERIORATION" IN PALESTINE: THE ARABS' FIERCE CAMPAIGN.

PHOTOGRAPHS BY KEYSTONE AND AMERICAN COLONY PHOTO. DEPT.



SECURING THE NORTHERN FRONTIER OF PALESTINE AGAINST THE INFILTRATION OF REBELS FROM SYRIA: THE DENSE BARBED-WIRE BARRIER KNOWN AS "TEGART'S WALL"—OVER SIXTY MILES IN LENGTH.



TAKING MEASURES FOR THE SELF-PROTECTION OF JEWISH SETTLEMENTS: BUILDING AN INSTRUCTIONAL MODEL OF A SETTLEMENT WITH A STOCKADE AND WATCH-TOWER.



EVIDENCE OF THE INFLUENCE OF THE ARAB REBELS: CHRISTIAN ARAB GIRLS WHO HAVE DISCARDED THEIR WESTERN HEADGEAR FOR ORIENTAL STYLE KERCHIEFS.



THE GRAND MUFTI OF JERUSALEM—WHO BEARS MUCH OF THE RESPONSIBILITY FOR PALESTINE'S TROUBLES—PHOTOGRAPHED IN EXILE.



A BUS WITH WINDOWS PROTECTED AGAINST BOMBS AND OTHER MISSILES BY A HEAVY STEEL GRID—NOW A UNIVERSAL ANTI-TERRORIST MEASURE.



TERRORIST SUSPECTS: A GROUP OF MEN ARRIVING IN JERUSALEM CHAINED TOGETHER FOR TRIAL BEFORE A MILITARY COURT WHICH HAS THE POWER TO CONDEMN THEM TO DEATH FOR CARRYING ARMS.



WHERE ARAB REBEL NOTICES ARE DISPLAYED IN JERUSALEM: READING REBEL ANNOUNCEMENTS AT THE EL AKSA MOSQUE—A PHOTOGRAPH SHOWING HOW THE TRADITIONAL ARAB HEAD-DRESS HAS RETURNED TO FAVOUR.

Evidence of the strength of the Arab terrorist campaign in Palestine is provided by a curious development which we illustrate on this page. Arab townsmen have now largely abandoned the fez (*tarbush*) for the head-dress of the fellaheen, and this has been done at the request of rebel headquarters as a sort of propaganda measure. In conformity with this, Christian Arab women have now abandoned their European hats for the kerchief of the East, in the way seen in our photograph. In his speech in the House of Commons on October 5, Mr. Malcolm

MacDonald said that the Government had always taken the view that the Grand Mufti had a great deal of responsibility for what was going on in Palestine. The Grand Mufti now lives near Beyrout, in Syria, having fled from Palestine a year ago. Working with him is Abdel Rahman Haj Mohammed, "commander-in-chief" of the Arab rebel forces. It is said that no Arab official can accept office without first making a journey to Beyrout to obtain the Mufti's permission; but whether this is true or not it is certain this man still exercises great power in Palestine.

PEOPLE IN THE PUBLIC EYE: PERSONALITIES AND EVENTS OF THE WEEK.



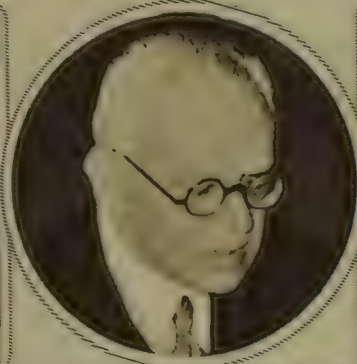
DR. VOJTECH MASTNY:
CZECHOSLOVAKIA.



M. FRANÇOIS-PONCET:
FRANCE.



SIR NEVILLE HENDERSON:
GREAT BRITAIN.



DR. BERNARDO ATTOLICO:
ITALY.



FREIHERR VON WEIZSÄCKER:
GERMANY.

THE INTERNATIONAL COMMISSION WHICH SETTLES BOUNDARY QUESTIONS UNDER THE MUNICH AGREEMENT: FOUR DIPLOMATISTS AND A GERMAN STATE SECRETARY.

It will be recalled that Paragraph 3 of the Munich Agreement stipulated that the conditions governing the evacuation were to be laid down in detail by a Commission representing Germany, Great Britain, France, Italy, and Czechoslovakia. Paragraph 5 stated that the Commission would determine the territories in which a plebiscite should be held, and the date of the plebiscite. The Commission was also to carry out the final determination of the frontier. The Commission met for the first time on

September 30. Germany was represented by Freiherr von Weizsäcker, Great Britain, France and Italy by their respective Ambassadors in Berlin, and Czechoslovakia by her Minister in Berlin. The Council fixed the predominantly German districts of Czechoslovakia which were to be occupied by German troops by October 10, on October 5. The discussions occasioned sharp differences of opinion between German and Czech delegates.



THE PALESTINE PROBLEM: SIR HAROLD MACMICHAEL (LEFT), ARRIVING IN LONDON.

Sir Harold MacMichael, the High Commissioner in Palestine, arrived in London by air from Jerusalem on October 6. He came to confer with the Colonial Secretary on the situation and was accompanied by Mr. D. Harris, Commissioner on Special Duty in Palestine, who is seen with him in the above photograph.



GERMANY SIGNS A TRADE PACT WITH YUGOSLAVIA: HERR FUNK (CENTRE) WITH DR. STOYADINOVITCH, THE PREMIER (LEFT).

Herr Funk, the German Minister of Economics, has been negotiating trade pacts in South-Eastern Europe with a view to developing German trade with the Balkans and obtaining a monopoly of the exports of the countries concerned. Herr Funk visited Yugoslavia first. There a pact on these lines was signed; he then went on to Turkey. From there he was expected to move to Bulgaria.



LEAVING FOR PRAGUE: THE LORD MAYOR OF LONDON WITH SIR NEIL MALCOLM.

Sir Harry Twyford, Lord Mayor of London, left Croydon by air for Prague on October 10 in order to set up the organisation for distributing the Mansion House Fund for refugees from the Sudeten areas. He was accompanied by Sir Neil Malcolm, High Commissioner for Refugee Areas. Sir Harry stated that the fund had already reached £30,000.



LORD HAWKE.

The famous cricketer. Died October 10; aged seventy-eight. Associated with Yorkshire since the age of twenty-one, being Captain for twenty-seven years. President, the M.C.C., 1914-18. Took English teams to U.S.A., Canada, India, South Africa, and New Zealand.



DR. G. S. GORDON.

Installed as Vice-Chancellor of Oxford, October 5, in succession to Mr. A. D. Lindsay, the Master of Balliol. Is President of Magdalen and Professor of Poetry. Professor of English Language and Literature, Leeds University, 1913-22. Member of the B.B.C.'s General Advisory Council.



AN OFFICIAL IRAQI ADVISER ON PALESTINE: SEYID TAUFIQ ES SUWAIDI, IN WHITEHALL.

The Foreign Minister of Iraq, Seyid Taufiq es Suwaidi, visited London recently and submitted to the British Government a plan for the settlement of the Palestine question. This, it is stated, proposed an independent state under British control, with guarantees to minorities. It also stipulated the stoppage of all Jewish immigration.



MR. ROLAND G. OLIVER, K.C.

Appointed a Judge of the King's Bench, October 10. Has appeared in many famous cases. Prosecuted in the Thompson-Bywaters case and the Harris "fire-raising" trial. Was one of the tribunal investigating the leakage of Budget secrets, 1936.



MR. R. P. CROOM-JOHNSON, K.C.

Appointed a Judge of the King's Bench, October 10. M.P. (Con.) for the Bridgwater Division of Somerset since 1929. Recorder of Bath for ten years. Called to the Bar in 1907, taking silk in 1927. He is fifty-nine.



ATTACKED IN HIS PALACE BY A GANG: CARDINAL INNITZER, ARCHBISHOP OF VIENNA.

On the evening of October 8, some fifty men raided the palace of the Archbishop of Vienna and, after smashing the windows with stones, broke open the doors with axes. It was thought that an attack on the archbishop was intended, but, although he was in his own apartments, the gang were unable to find him. On the arrival of a large force of police the raiders fled.

**NEWS EVENTS: AN AIR RECORD; A.R.P.;
R.A.F. MISSION; WATERLOO BRIDGE; AND A WARNING.**



THE EFFECT OF AN INCENDIARY BOMB DEMONSTRATED AT CHESTER: THROWING OFF SPARKS OF MOLTEN METAL AND BURNING WITH AN INTENSE FLAME.

A public demonstration of the effect of an incendiary bomb was given recently at Chester by A.R.P. officials and members of the Auxiliary Fire Service. The bombs were placed in a house in a condemned area of the town and detonated; while members of the A.F.S. stood by with buckets of water and the stirrup-type hand-pump recommended in the A.R.P. handbook. The bomb is composed of thermite and magnesium and the detonation ignites the former, which melts the magnesium and causes it to burn with an intensely hot, white flame. (L.N.A.)



THE FIRST NON-STOP FLIGHT FROM BRITAIN TO SOUTH AFRICA: THE "MERCURY" TAKING OFF FROM THE TAY ON THE BACK OF THE "MAIA."

"Mercury," the upper component of the Mayo Composite Aircraft, took off from the Tay on the back of the lower component, "Maia," on October 6, in an attempt to fly non-stop to the Cape. Shortage of petrol forced her down on the Orange River on October 8, 325 miles from her destination. She thus failed to beat the world's long-distance record, but set up a new record for seaplanes. It was the first non-stop flight from Britain to South Africa. (Keystone.)



THE ROYAL AIR FORCE MISSION TO FRANCE: AIR CHIEF MARSHAL SIR CYRIL NEWALL GREETED BY GENERAL VUILLEMIN IN PARIS.

A Royal Air Force mission, headed by Air Chief Marshal Sir Cyril Newall, arrived in France on October 9. The mission, which has been returning a visit made to England by General Vuillemin, Chief of the French Air Force, in June, was welcomed by General Jeanneaud on arrival. On the following day, its members were received by M. Guy La Chambre, the Air Minister; and Sir Cyril had a conversation with General Vuillemin before visiting Villacoublay Aerodrome. (Planet.)



HERR HITLER "WARNS" BRITAIN: THE FÜHRER ARRIVING TO MAKE HIS SPEECH IN THE "FREEDOM FIELD" AT SAARBRUECKEN.

In a speech delivered in the "Freedom Field" at Saarbruecken on October 9, Herr Hitler delivered a warning to Britain not to meddle with the problems of other countries and referred to the situation in Palestine. He also criticised certain Members of Parliament and said that if Mr. Chamberlain was succeeded by Mr. Eden, Mr. Duff Cooper, or Mr. Winston Churchill, they would favour war rather than peace. (A.P.)



RESEMBLING A LINER READY TO BE LAUNCHED: THE FIRST COMPLETED PIER OF THE NEW WATERLOO BRIDGE WITH ITS CAISSON REMOVED.

Work on the new Waterloo Bridge is progressing steadily and the caisson round the first pier to be completed was recently removed. These piers are of reinforced concrete faced with granite and their streamlining makes them resemble a modern liner on the stocks ready for launching. Preparations are now in hand for supporting the spans of the superstructure during construction and the bridge is expected to be completed early in 1940. (C.P.)



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REVELATIONS OF BRILLIANT ART IN NORTH-EAST SYRIA OVER 4000 YEARS AGO.

NEW DISCOVERIES AT THE GREAT MOUND OF BRAK: A PALACE BUILT BY KING NARAM-SIN OF AGADE IN 2500 B.C. AND A TOWER-PLATFORM OF 3000 B.C. WITH A HOARD OF TREASURE BURIED BENEATH IT.

By M. E. L. MALLOWAN, M.A., F.S.A., Field Director of the British Museum and British School of Archaeology in Iraq Expedition to the Habur Region of North Syria.

(See Illustrations on the four succeeding pages.)

The following article is a record of the fourth archaeological campaign to North Syria, under the auspices of the British Museum and of the British School of Archaeology in Iraq. Generous support was also received from the Ashmolean Museum, Oxford, from Sir Charles Marston, and from Sir Robert Mond. An account of the previous campaigns was published in "The Illustrated London News" of Nov. 23, 1935, March 27, 1937, and Jan. 15, 1938. A new and important chapter in this continuous record of excavation is added here. Brak, where the fresh discoveries were made, lies about twenty-five miles south of Nisibin, in north-east Syria. Mr. Mallowan, as leader of the expedition, was assisted by Mrs. Mallowan, Colonel Burn, C.I.E., O.B.E., Mr. G. M. Bell (architect), Mr. R. I. Threlfall, and Miss R. M. C. Christie.

THE great mound of Brak (Fig. 1) lies in a distant corner of Syria, far from the beaten track. It is only on rare occasions that the enterprising tourist makes his way across the great desert waste, 200 miles in breadth, which divides the fertile valleys of the Mediterranean coast from the Habur steppe. But, 4000 years ago, the rich corn-growing lands of the Habur were studded with hundreds of prosperous cities and trading settlements, which sent their merchandise to the furthest limits of Western Asia. Moreover, our excavations have proved that Brak was

cedar mountains of Amanus on the west. The establishment of a palace at Brak must have been intended as a base for controlling the triangular strip of country bounded by the Rivers Habur and Jaghjagha and the Mardin hills to the south of Asia Minor. The presence of Naram-Sin at the north end of this country has been proved by the discovery of his statue carved in stone at Diarbekr; at the south end of the province, the Brak palace served as a vast storehouse for tribute brought in from subject cities

in eastern Asia Minor must have necessitated the conquest of the province of the Habur, finally sealed by the rebuilding of the city of Brak when his grandson came to the throne.

A celebrated cuneiform inscription tells us that Naram-Sin had to defeat a coalition of seventeen kings whose domains ran from the Tigris on the east to the

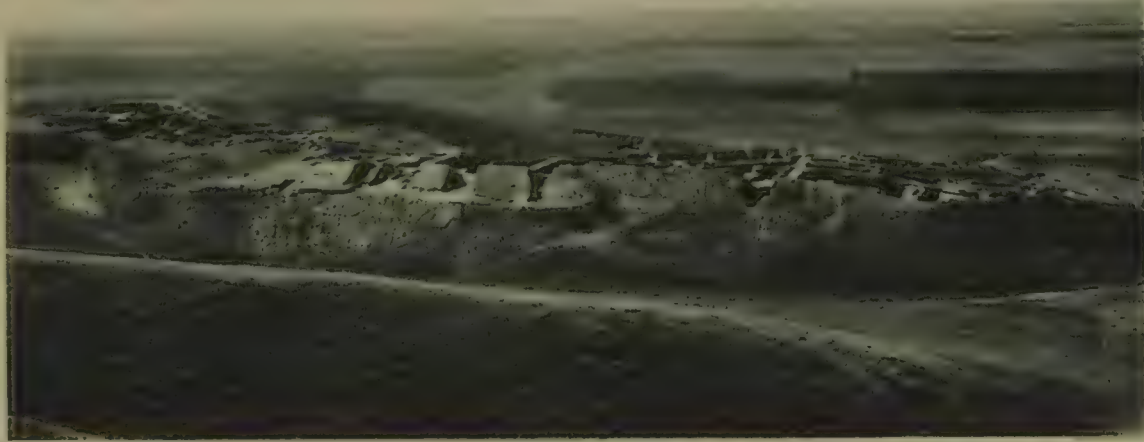
brought to light some wonderful remains of an earlier age. The south wing of the palace was found to rest on the top of a huge mud-brick platform, or tower, which had been in existence some 500 years before the time of Naram-Sin, about 3000 B.C. This tower, as yet only partially excavated, had on the top a mud-brick building with large outer walls consisting of great rough blocks of basalt. The expedition intends to try to recover the complete ground plan of this building in the course of the fifth expedition to the Habur, which sets out this month. The construction, brickwork and decoration of this building bear many points of resemblance to an archaic Ziggurat discovered by a German expedition at Warka, the site of ancient Erech on the Euphrates, 800 miles downstream from Brak. This is another striking example of the unity of culture which had spread fanwise over the Tigris-Euphrates valley from the beginning of the third millennium B.C.

But the extraordinary feature of the Brak tower-platform was that beneath the foundations the ground was riddled with a whole network of subterranean chambers. The last four weeks of the season were spent in clearing out these tunnels: it was slow and difficult work, for we had to excavate by the light of electric torches in an airless atmosphere, with the great compact mass of mud-brick tower suspended on thick columns of earth above our heads. We were able to prove by the ancient pick-marks that these tunnels had been cut by plunderers at some time between 2300 and 2000 B.C. for the purpose of removing a rich deposit of treasure laid under the tower to celebrate its foundation. But, owing to the dark and airless conditions under which they worked, they had left a great mass of material behind them.

The commonest class of deposit consisted of beads (Figs. 11 and 14), which had been cast into the soil by the handful: we recovered more than 40,000, mostly in faience, but there were semi-precious stones and a few were in gold. This is probably the largest hoard of beads ever found embedded in the soil in a small area. The most beautiful objects were the stone seals and amulets, most of them carved in animal form and depicting a complete menagerie (Figs. 5-10 and 16-26); they included lions, gazelles, bears, hedgehogs, ibex, pigs, hares, frogs, eagles, ducks, fish, sheep and cows, in materials ranging from serpentine alabaster, variegated marble and quartz, to shell, mother-of-pearl, faience and bone. These exquisitely carved figures are wonderful examples of an art which in Mesopotamia belonged to the Jamdat Nasr period, and ran down to early dynastic times. The gem of the whole period was a bone seal with carvings of deer (Fig. 9) which may actually belong to a slightly later date than the remainder of the collection.

That all these objects were intended as a foundation ceremony deposit was suggested by the discovery of a hoard of alabaster idols (Figs. 4, 12 and 15). (See also the double-page here following, fifth column from top, on right.) There were thousands of fragments and about 200 complete specimens. The idols varied considerably in form, but the majority had flat bodies and elongated necks surmounted by large eyes, often inlaid with black, red, or orange paint. Some had double or triple heads, and a few had a smaller image of an idol engraved on the front of the body, suggesting a symbolic mother and child.

The variety of their headdresses suggests a hierarchy. A possible interpretation is that these idols represented an evil eye and were intended to avert other evil eyes from



1. ONCE A CAPITAL CITY IN ONE OF THE FAIREST PROVINCES OF A GREAT EMPIRE: THE MOUND OF BRAK—A GENERAL VIEW OF THE EXCAVATIONS, SHOWING (RIGHT) THE ZIGGURAT AND SARGONID PALACE AREA; (LEFT) ON THE CREST OF THE HILL, HOUSES OF THE TWENTY-THIRD CENTURY B.C.

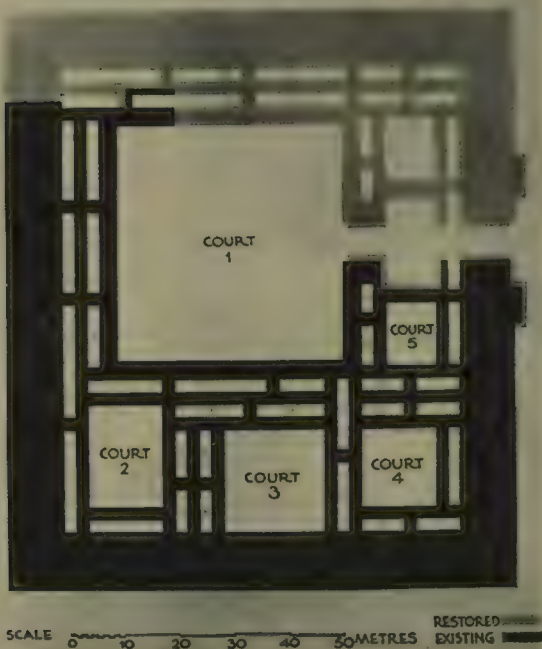
and farms. Many of the rooms in the palace contained quantities of wheat and barley exacted from neighbouring farmers. The discovery of basalt metal moulds shows that the inhabitants of Brak smelted their own weapons, and the authority of the kings of Akkad in the metal-bearing regions of Asia Minor assured them of the necessary ores. Bead-making and flint-cutting were other regular industries practised in the city.

The great work of Naram-Sin, however, was destined to a violent end, for the building was sacked and completely destroyed by fire. Direct evidence of this disaster came from the store-rooms, which were embedded with quantities of ash and burnt roof-timbers, while such precious objects as were not removed were completely smashed. A typical example of the enemy's wanton destruction was a beautifully engraved bone gaming-board found on the floor of the palace, carved with mythical figures and astrological symbols, now broken in a thousand pieces (see the next two pages, fourth column from top on right). We cannot prove who sacked the palace, but a slender clue was suggested by a mutilated alabaster vase bearing the name of King Rimush, Naram-Sin's uncle. It looks, therefore, as if the destroyers were bent on defacing the memory of the foreign dynasty which had conquered them, and we may suspect that it was the work of local inhabitants of the Habur, who took advantage of the weakening of authority at the end of Naram-Sin's reign. But the dynasty of Akkad was not yet to be driven out of the Habur; within a few years of the destruction, the palace was completely rebuilt, closely following on the lines of the original foundation, but lacking something of its symmetry (see the next two pages, third column from top, extreme right). The outer walls were widened and strengthened and the second palace probably survived till shortly before 2000 B.C., after which date Brak became a town of secondary importance.

Many interesting objects discovered in and around the palace illustrate the art of the time. The most important finds were in clay vases buried for safety under the floors of houses outside the palace. We must presume, therefore, that their owners perished in the destruction, and the whereabouts of these treasures was forgotten. Among the deposits were earrings of gold and silver, stone cylinder-seals, animal amulets carved in steatite and lapis-lazuli, and necklaces of semi-precious stones. The jewellery of the period bears a remarkable similarity to that found in the royal graves at Ur, and proves that the high standard of craftsmanship achieved by Sumerians and Akkadians had spread to the furthest provinces of Syria.

A few cuneiform tablets were found on the site, and Mr. C. J. Gadd, Deputy Keeper of the Department of Egyptian and Assyrian Antiquities in the British Museum, has kindly supplied me with the following note: "Two fairly well-preserved tablets contain lists of labourers and cattle sent from a number of localities, which bear names otherwise unknown, such as Lilabsilum, Sukhna, Kundisi, Hilamat, Habiram, Bishum, Sumuhdur: these were probably neighbouring villages. There is also a scholar's tablet, or copy-book, bearing the remains of a few personal names."

While digging-out the last corner of the Akkadian palace we made an even more remarkable discovery, which

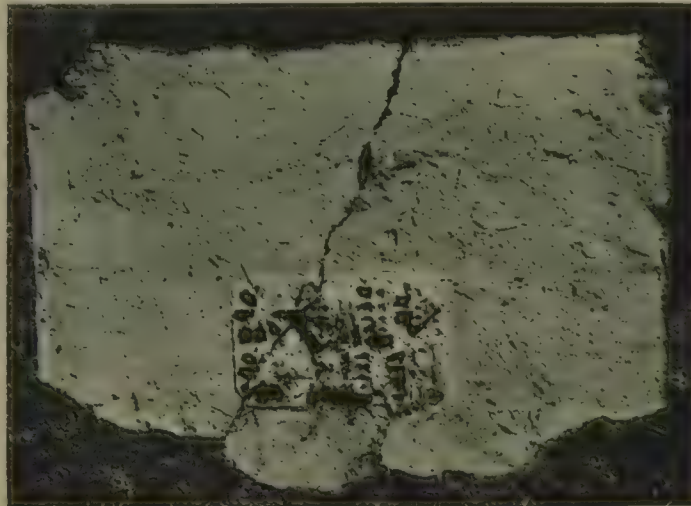


2. THE CENTRE OF AKKADIAN RULE IN THE HABUR REGION OF SYRIA: THE PALACE AT BRAK BUILT BY KING NARAM-SIN OF AGADE ABOUT 2500 B.C. AND AFTERWARDS DESTROYED AND REBUILT—THE GROUND PLAN OF THE BUILDING, NEARLY 100 YARDS SQUARE, WITH A CENTRAL COURTYARD OVER FORTY YARDS WIDE.

once a capital city in one of the fairest provinces of a great empire.

Two campaigns of digging have resulted in the complete excavation of a great palace which was the centre of the royal authority of Akkad for its control of the Habur. The palace was an enormous and magnificent building with a ground plan (Fig. 2) nearly 100 yards square, with a central courtyard more than 40 yards in breadth. The great outer walls, with a single heavily buttressed entrance, built of mud-brick, must once have stood nearly 60 ft. high, and they formed a massive defence for the forty-four rooms which they enclosed.

A remarkable discovery made towards the end of the dig gave us the name and date of the founder; for embedded in the walls of the building were mud-bricks (Fig. 3) stamped with the name of Naram-Sin, fourth king of the Semitic dynasty of Akkad, grandson of Sargon, who founded the Akkadian Empire. The palace was therefore first built about 2500 B.C., and clay tablets written in cuneiform script give us a clue to the circumstances in which the Akkadians gained control of this country. For history relates that Sargon made a forced march from his capital, which lay somewhere in the bottle-neck formed by the Tigris and Euphrates about the latitude of Babylon, across Syria, into the mountains of Asia Minor. Sargon's authority



3. THE DISCOVERY THAT REVEALED THE FOUNDER'S NAME AND DATE: A MUD-BRICK FROM THE FOUNDATIONS OF THE PALACE AT BRAK STAMPED IN CUNEIFORM CHARACTERS WITH THE NAME OF NARAM-SIN, GRANDSON OF SARGON, WHO ESTABLISHED THE AKKADIAN EMPIRE.

harming the precincts of the building. But behind all this there lies a deep and hidden magic, the purport of which we can only faintly apprehend, though the complete excavation of the building in the course of the autumn season may throw more light on what is still a dark mystery.

CULTURE PERIODS IN SYRIA FROM THE 4TH MILLENNIUM

REPRODUCED BY COURTESY OF THE TRUSTEES OF THE BRITISH MUSEUM.

TO 1400 B.C.: SUCCESSIVE LEVELS AND CONTENTS AT BRAK.

(SEE ARTICLE ON PAGE 697 AND ILLUSTRATIONS ON PAGES 698-701.)

SCHEMATIC SECTION THROUGH THE MOUND AT BRAK SHOWING OBJECTS FROM THE SUCCESSIVE OCCUPATION LEVELS.

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>HURRIAN LEVEL</p> <p>HURRIAN POTTERY</p> <p>CYLINDER SEAL IMPRESSION</p> | <p>A C.1400-1700 B.C. HURRIAN WHITE PAINTED POTTERY AS AT BELLA WUZI ASHUR IN WILHELM ATCHANE CYLINDER SEALS WITH SACRED TREE DESIGN</p> |
| <p>HABUR LEVEL</p> <p>HABUR WARE</p> <p>PAINTED HABUR WARE RARELY REPRESENTED AT BRAK</p> | <p>B C.1700-2000 B.C. PAINTED POTTERY IRANIAN INFLUENCE AS AT CIPAN PERIOD OF HAMMURABI OF BABYLON AND SHAMSHI ADAD I OF ASSYRIA</p> |
| <p>THIRD DYNASTY OF UR LEVEL</p> <p>CLAY VASE ASHUR E TYPE</p> <p>SHAKE VASE</p> <p>CLAY VASES</p> <p>SCORPION & SNAKE VASE</p> <p>CLAY HORSES & CHARIOTS</p> <p>FAIENCE DOCK BEADS</p> | <p>C C.2000-2300 B.C. MESOPOTAMIAN INFLUENCE RECONSTRUCTION OF THE DESTROYED AKKADIAN PALACE POTS AS AT UR GAWRA ASHUR</p> |
| <p>SARGONID LEVEL</p> <p>BLACK BURNISHED WARE</p> <p>CLAY VASES</p> <p>COPPER PIN</p> <p>SARGONID JEWELLERY</p> <p>GOLD SILVER COPPER CANNULAS LAVIS LAZULI</p> | <p>D C.2400-2600 B.C. PALACE BUILT BY NARAM-SIN OF AGADE AND HABUR UNDER AKKADIAN CONTROL OBJECTS AS AT UR KHAFAGE AND MARI</p> |
| <p>EARLY DYNASTIC JAMDAT NASR LEVEL</p> <p>CLAY VASES</p> <p>STAMP SEALS & AMULETS</p> | <p>E C.3100 B.C. LATE JAMDAT NASR PLATFORM BUILT OF NIENCHEN BRICKS SURMOUNTED BY SHRINE WITH STONE BUTTRESSED WALLS STAMP SEALS AS AT URUK ALABASTER IDOLS THOUSANDS OF VOTIVE BEADS</p> |
| <p>PREHISTORIC T HALAF LEVEL</p> <p>T HALAF WARE</p> <p>AL UBAID WARE</p> <p>DESIGNS FROM T HALAF WARE</p> | <p>F 4TH MILLENNIUM B.C. CHALCOLITHIC LEVEL - EARLY ARPAKHIVAH T-HALAF SAMARRA AND AL-UBAID BEGINNINGS OF STOCK BREEDING AND FARMING ON THE HABUR</p> |

THE CHRONOLOGICAL SEQUENCE OF ART RELICS FROM BRAK ILLUSTRATED IN THIS NUMBER: A DIAGRAMMATIC AND ALABASTER IDOLS; AND (EXTREME RIGHT) A SCENE OF DIGGING BENEATH

Here we have a chronological conspectus of the discoveries at Brak, in north-eastern Syria, the latest of which are described by the field director of the expedition, Mr. M. E. L. Mallowan, in his article on page 697. The six horizontal columns show the successive occupation levels at which various types of objects were found, with the periods to which they belong, ranging from the 4th millennium B.C. (at the foot) upward to the topmost level, dated about 1700 to 1400 B.C. Objects of the kind illustrated in this number (on pages 700 and 701)—seals, amulets, and alabaster idols, appear in the

fifth column from the top, which also shows, on the extreme right, diggers at work under the tower-platform described by Mr. Mallowan. In later issues we hope to give further examples from other periods. As Mr. Mallowan mentions, his accounts of previous campaigns in the Habur region of Syria on behalf of the British Museum and the British School of Archaeology in Iraq appeared in "The Illustrated London News" of November 23, 1935; March 27, 1937; and January 15, 1938. In the first of these three numbers he described and illustrated the prehistoric Tall Halaf ware represented above in the

CONSPICUOUS; SHOWING (IN THE FIFTH COLUMN FROM THE TOP) THE PERIOD REPRESENTED BY THE SEALS, AMULETS, THE TOWER-PLATFORM DATING FROM ABOUT 3000 B.C., WHERE THEY WERE FOUND.

lowest column. In the issue of January 15 last was given a full description, with large illustrations, of the head-shaped vessel—with a humorous expression suggestive of a modern comedian—prominently shown here at the extreme left top corner as a specimen of Hurrian painted pottery. Concerning it Mr. Mallowan then wrote: "A remarkable 'face-vase,' a pedestal-shaped cup, [is] not far removed in form from what may be termed the 'Hurrian' ware of Akchana to the west, and of Billa, Nineveh and Ashur to the east. It is moulded in the shape of a man's head. The cup was first thrown on the

wheel and the features were subsequently worked by hand, and the mouth finished off with a scalpel. The lively modelling of the face is intensified by the painting of details; there are long, curly eyebrows; painted circles give prominence to the eyes; an attempt is made to represent the convolutions of the ears, and there are straggling side-whiskers; the stippling suggests a short, stubbly beard and a moustache; a surround of paint accentuates the broadness of the grin. The row of triangles on the head may be intended to represent a crown. Its approximate date is about 1500 B.C."

THE "EVIL EYE" IN SYRIA OF ABOUT 3000 B.C.?

RELICS OF DARK MAGIC—IDOLS, AMULETS AND SEALS, INCLUDING A GEM OF CARVING.

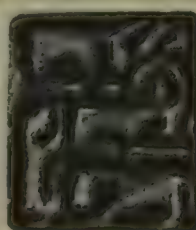
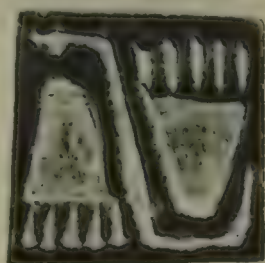
PHOTOGRAPHS BY COURTESY OF THE TRUSTEES OF THE BRITISH MUSEUM. (SEE 3 PRECEDING PAGES.)



4. POSSIBLY REPRESENTING AN EVIL EYE, TO AVERT OTHERS—AN IDEA WITH EGYPTIAN ANALOGIES: ALABASTER IDOLS OF A TYPE SO FAR FOUND ONLY AT BRAK, IN NORTHERN SYRIA. (Heights from 1½ to 2½ in.)

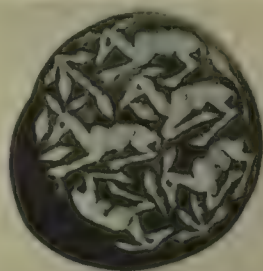
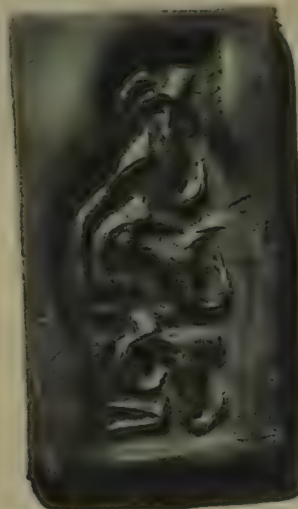


5. AMULETS OF ABOUT 3000 B.C. FROM BRAK: (UPPER ROW) A MOTHER-OF-PEARL BULL-HEAD AND PALM-FRONS OF SHELL; (LOWER) KIDNEY-SHAPED EXAMPLES WITH CRUDE DESIGNS OF DEER. (Height of bull-head, 1 5/16 in. Larger "kidneys" about 1½ in. high.)



7. CARVED WITH STAG AND FELINES: A BLACK STEATITE SEAL PERFORATED AS AN AMULET (Actual size.)

8. RIGHT: A VULTURE-SHAPED BLACK STEATITE STAMP SEAL, ENGRAVED ON THE UNDERSIDE WITH THREE ANTELOPES. (2½ in. long.)



9. THE GEM OF THE COLLECTION: A BONE STAMP SEAL EXQUISITELY CARVED WITH RUNNING DEER AND PLANTS, DATED c. 3000-2900 B.C. (Diameter, 1½ in.)



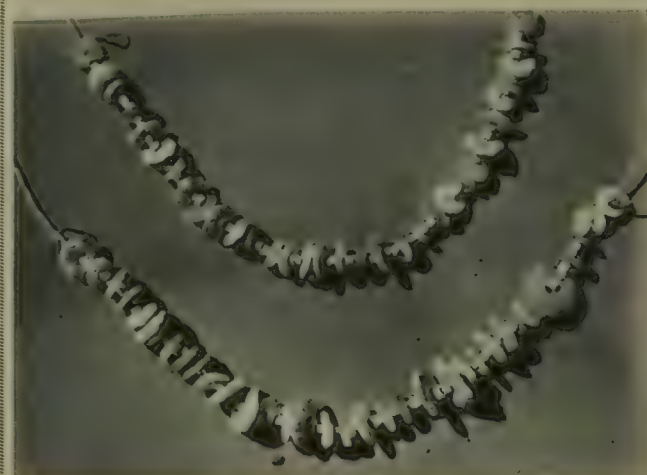
10. WITH A CRUCIFORM DESIGN: A CIRCULAR STAMP SEAL IN MARBLE DATING FROM ABOUT 3000 B.C. (Diameter, about 9/10 in.)



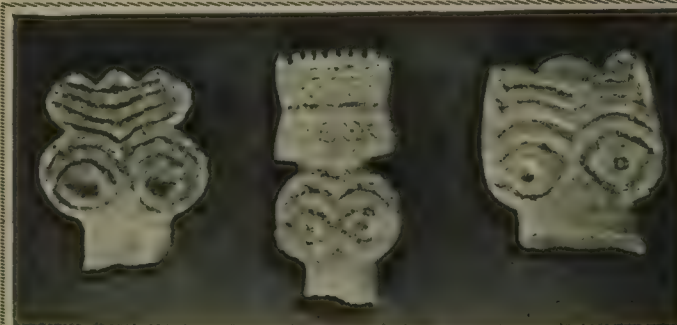
13. FOUND ASSOCIATED WITH THE "EVIL EYE" IDOLS (FIG. 4): A STEATITE IDOL WITH PEDISTAL BASE. (4/5 in. high.)



11. PART OF THE VAST HOARD OF ABOUT 40,000 BEADS CAST INTO THE SOIL TO CELEBRATE THE FOUNDATION OF THE TOWER-PLATFORM AT BRAK ABOUT 3000 B.C.: BLACK-AND-WHITE FAÏENCE AND SEGMENTED EXAMPLES.



14. FURTHER SPECIMENS FROM THE HUGE COLLECTION OF BEADS, AS VOTIVE OFFERINGS, DISCOVERED AT BRAK AND NUMBERING ALTOGETHER SOMETHING LIKE FORTY THOUSAND: STRINGS COMPOSED OF LITTLE DISCS OF ROCK-CRYSTAL.



12. SHOWING (CENTRE) THE MOST ELABORATE HEAD-DRESS YET FOUND ON AN ALABASTER IDOL, PERHAPS REPRESENTING A HIGH DIGNITARY OF A RELIGIOUS HIERARCHY. (Compare examples in Fig. 4 above.)



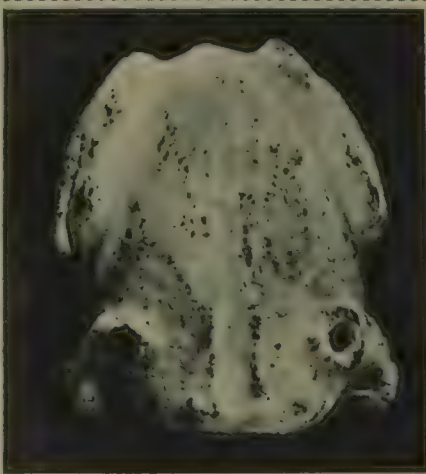
15. SUGGESTING THE EXISTENCE OF A HIERARCHY: EXAMPLES SHOWING THE CONSIDERABLE VARIATION IN THE HEAD-DRESSES ON THE ALABASTER IDOLS (FIG. 4), WHICH MAY BE POINTED, FLAT, OR CURVED IN SHAPE, AND ARE OCCASIONALLY DOUBLE.

These photographs illustrate Mr. Mallowan's article (page 697) describing new discoveries at Brak, the site of an ancient city in Syria nearly 5000 years old. Among the art relics the finest is the seal carved with deer (Fig. 9), which he calls "the gem of the whole period." The plants in the design are known in Sumerian inlay. A note states that the seal was found "above one of the shafts leading down to the plunderers' galleries under the temple tower," a structure

discovered beneath the Akkadian palace, and 500 years older, dating back to about 3000 B.C. The seal may be slightly later. Very interesting too are the alabaster idols (Figs. 4, 12, and 15), whose varied head-dresses suggest a religious hierarchy. "One possible interpretation," says a note, "is that these idols represented an evil eye and were intended to avert other evil eyes. This idea finds an analogy in Egyptian pyramid texts of Pepi."

SYRIAN ANIMAL ART NEARLY 5000 YEARS AGO: "A COMPLETE MENAGERIE."

PHOTOGRAPHS BY COURTESY OF THE TRUSTEES OF THE BRITISH MUSEUM. (SEE ARTICLE ON PAGE 697.)



16. ONE OF THE AMULETS FOUND UNDER THE GREAT TOWER-PLATFORM AT BRAK: AN ALABASTER FIGURE OF A FROG. (Length 1'6 inches. Here enlarged.)



17. DATING FROM ABOUT 3000 B.C.: AMULETS FROM THE TOWER AT BRAK—A HEDGEHOG (LEFT) AND A COW (RIGHT) IN ALABASTER, AND TWO STYLISED DUCKS IN BONE. (Length of hedgehog about 1 inch.)



18. A LIMESTONE AMULET IN THE FORM OF A SITTING BEAR, REMINISCENT OF THOSE AT THE ZOO, FROM THE TOWER-PLATFORM AT BRAK. (About double actual size.)



19. ANIMAL ART IN MINIATURE: (UPPER) A RAM COUCHANT, CARVED IN YELLOWISH-BROWN MARBLE; (LOWER) A FISH CARVED IN ALABASTER, WITH RED STRIATIONS. (Double actual size.)



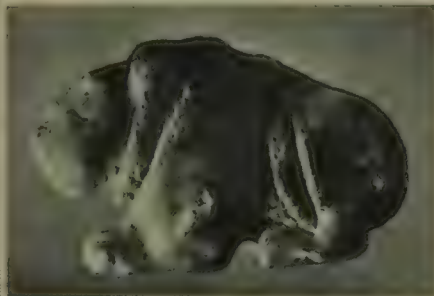
20. EXQUISITE CARVING ON A VERY SMALL SCALE: (UPPER) A LION-HEAD IN WHITE MARBLE; (LOWER) A RAM COUCHANT, WITH REVERTED HEAD, IN BONE. (Double actual size.)



21. LILLIPUTIAN REALISM: (UPPER) A RAM COUCHANT IN BLACK STONE, WITH HEAD TURNED BACK IN TYPICAL SUMERIAN STYLE; (LOWER) A HARE IN GREY STEATITE. (Double actual size.)



22. A MONKEY SQUATTING, WITH PAWS ON HEAD: A BEAUTIFULLY CARVED LITTLE AMULET. (Actual size.)



23. EXPRESSING POWER IN REPOSE: AN ALABASTER AMULET IN THE FORM OF A COUCHANT LION. (1'4 in. long. Slightly enlarged in the above photograph.)



24. CARVINGS NEARLY 5000 YEARS OLD, LIKE THE OTHERS HERE ILLUSTRATED: A LION-HEAD IN GREEN SERPENTINE; TWO SMALL SHELL AMULETS REPRESENTING FROGS; AND A CIRCULAR STAMP SEAL OF GREY STONE ENGRAVED WITH RUNNING STAGS. (Diameter of seal, 1'2 in.)



25. AN ALABASTER LION MADE ABOUT 3000 B.C. AND BROKEN BY PLUNDERERS SOME 800 YEARS LATER: A VOTIVE DEPOSIT FROM THE TOWER-PLATFORM AT BRAK. (About actual size.)

26. RIGHT: HERE ENLARGED TO SHOW DETAIL OF CARVING: A SMALL AMULET OF GREY MARBLE IN THE SHAPE OF A GAZELLE. (Actual length, 1'6 in.)



All the objects illustrated above are amulets found among a vast quantity of votive deposits beneath a great tower, or platform, which was discovered (as described by Mr. M. E. L. Mallowan in his article on page 697) under a wing of the royal palace excavated from the great mound at Brak, in north-eastern Syria. The palace dates from 2500 B.C., but the tower-platform had existed for 500 years before that date. The deposits in it therefore represent the art of stone-carving

in that region about 3000 B.C. Robbers had bored tunnels under the tower, to steal the treasure, between 2300 and 2000 B.C., but had left a mass of material untouched, doubtless owing to their having to work in darkness and lack of air. Commenting on the beauty of the amulets and seals, and the variety of animal designs, comprising beasts and birds, fish and amphibians, Mr. Mallowan remarks that they form "a complete menagerie."

A PAGE FOR COLLECTORS.

GERMAN AND DUTCH GLASS: A LONDON SALE.

By FRANK DAVIS.

a very mild one—is the fine glass of Fig. 1, which is a characteristic Roemer with this almost unique distinction—the “prunts” appear round the bowl as well as on the stem. Of such exceptions are values determined and the collector's heart gladdened. I note this distinction with interest, but obstinately point out that the “prunts” appear on the stem to aid the drinker to hold the glass: they are there for a strictly practical purpose, and they have no *raison d'être* on the bowl. *Ergo*, this is an important collector's piece, but not a good glass as such. In the others illustrated here I imagine the modern eye will find little to criticise. The bottle of Fig. 2, for example, is a fine “easy” shape, and the so-called “calligraphic” pattern is in complete harmony with it. It is signed and dated 1683, by Willem van Heemskerck, and there is a similar example in the British Museum, dated 1675, and two others (of 1674 and 1684) in the Wilfred Buckley collection at the Victoria and Albert Museum.

The two pieces of Figs. 3 and 4 hang perilously over a precipice of incongruity, for the combination of silver-gilt and glass is no easy marriage, but they seem to me to survive with great success. We sometimes smile—and are not always certain in our own minds whether we ought to smile with such condescension—at the enthusiasm of our ancestors for mounting one material with another. Consider all those ostrich eggs and nautilus shells honoured by silver and silver-gilt mounts in the sixteenth and seventeenth centuries in Germany, the Netherlands, and—to a lesser degree—in England; and the fine Chinese celadons which the French arranged so cleverly in ormolu. Whatever view one may take as to the æsthetic wisdom or otherwise of this widespread fashion, one

between early scientific investigation and the search for the philosopher's stone which would turn base metals into gold is not easy to draw. Kunckel later settled near Potsdam, and it is there he is said to have perfected the technique of making this famous ruby glass which will always be associated with his name. At the end of his life he entered the service of the King of Sweden and died at Stockholm as Baron Löwenstjern in 1702.

The other two glasses illustrated are of more familiar

forms. Fig. 5 is the typical tall “flute” from the Netherlands, seen in many seventeenth-century still-life pictures (it's an interesting study, by the way, to look at a series of Dutch and Flemish still-lives, with an eye to the glasses), and also imitated in England. This example has the additional interest of the Royal Arms of England as borne by Charles II. and James II. The other, Fig. 6, is of English glass of lead, but decorated with an inscription and the swirling free-hand scrolls (or should one say “scribbles”?) which collectors' jargon labels “calligraphic”—attributed to the skilful hand of Willem van Heemskerck, the maker of Fig. 2. I think most of us consider that this type of decoration is far preferable to the more elaborate engraving (portraits, etc.) which became so popular later. Finally,

one point about the Roemer. It is often said that nothing very original came out of Germany: this type is quite definitely German, came down the Rhine to Holland together with Rhenish wine, and owes nothing to outside influences.

The example of Fig. 1 is, as has already been mentioned, out of the ordinary: the normal Roemer, without the “prunts” on the bowl, is as practical and as agreeable a drinking-vessel as one could wish for.



MOST people believe that the Victorians invented Victorianism. I say they did nothing of the sort, poor dears! They inherited it, or, if you like, fell easy victims to a disease which swept the whole world from China to Peru. The symptoms were first, a paralysis of the sense of proportion, and secondly (arising out of the first), an unholy desire for meaningless ornament in unexpected and unnecessary places. Works of art, whether cathedrals or tea-cups, can be highly decorated, but they surely must be coherent: they can be austere as a birch-tree in winter, or pulsating with movement as a flaming sword, but they must have structure—logical structure—weight, mass, balance, and if ornament is just thrown at them haphazard the result is tiresome. It is not a matter of technical skill: some of the most elaborate—and distressing—pieces in the world are miracles of technique. Among these may be placed many German sixteenth- and seventeenth-century silver cups, dishes by so great a potter as Bernard Palissy (with naturalistic frogs and snails creeping over the surface as large as life), innumerable

English vases, some of the more preposterous Japanese and Chinese carvings, and a good deal of Dutch eighteenth-century furniture. This is an unpopular theory among those who still confound the curious with the beautiful and imagine that because a thing is old it is therefore fine. And what have these words to do with the illustrations on this page? Simply this—that glass is a peculiarly dangerous material in clumsy hands, and its frozen-liquid perfection is so easily marred when a man begins to play



1. A RARE PIECE IN AN IMPORTANT FORTHCOMING SALE OF GLASS IN LONDON: A GREEN-TINTED EARLY SEVENTEENTH-CENTURY ROEMER DECORATED WITH RASPBERRY “PRUNTS” ON BOTH STEM AND BOWL.



3. AN EARLY RUBY GLASS BOWL AND COVER: AN EXAMPLE OF THE WORK OF THE FAMOUS JOHANN KUNCKEL; WITH SILVER GILT MOUNTS. (Reproductions by Courtesy of Messrs. Sotheby.)

tricks with it. All the more honour, then, to the makers of these pieces and of others in the same collection, for they mostly knew when to stop experimenting. These are from an anonymous collection of Continental glass which comes up for sale at Sotheby's on Nov. 10, and as one rarely sees pieces of this quality outside public collections in this country, a note about them will not be amiss. Nevertheless, fine though most of them are, to the modern eye the cloven hoof sometimes shows itself. The Dutch developed an amusing germ of Victorianism quite early in the eighteenth century: they would take a perfectly good glass, and stipple on it in a series of tiny dots a portrait. Such things are rare and valuable, and their most famous exponent bore an English name, Frans Greenwood. A mild case—indeed,



4. ANOTHER OF KUNCKEL'S RUBY GLASS MASTERPIECES: ONE OF A PAIR OF BOTTLES WITH SILVER-GILT MOUNTS.

must give our ancestors credit—they were paying the porcelain, or ostrich egg or what-not, the highest of compliments in their power. They were not making a cheap substitute for a silver vessel—they were showing how precious the thing itself was by dressing it, as it were, in fine silver clothes.

So with these ruby glass pieces, by that interesting innovator, Johann Kunckel, who is almost as important a character as the mysterious Bottger, the discoverer of the secret of true porcelain, and who for some time held the same position at the Court of Saxony—that of alchemist. The borderline



2. INSCRIBED (IN DUTCH) “DO WELL AND BE JOYFUL”: A GREEN-TINTED WINE-BOTTLE BY WILLEM VAN HEEMSKERCK (SIGNED AND DATED 1683), WITH SCROLL-WORK TYPICAL OF THE MAKER.



5. A GLASS FORM OF GREAT BEAUTY: A TALL NETHERLANDS FLUTE; OF PARTICULAR INTEREST FOR THE ROYAL ARMS (CHARLES II. OR JAMES II.) ENGRAVED UPON IT.



6. PROBABLY THE WORK OF WILLEM VAN HEEMSKERCK: A GOBLET WITH A DUTCH INSCRIPTION READING “BESTENDIGE VREUDE,” AND ELABORATE SCROLLING; OF ENGLISH GLASS OF LEAD.

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NOTES FROM A TRAVELLER'S LOG-BOOK.

BY EDWARD E. LONG, C.B.E., F.R.G.S.

RHODES—THE ISLE OF ROSES.

THE island of Rhodes is an outstanding example of what change of ownership can do for a place possessing climatic advantages and considerable scenic attractions, since the island was virtually unknown to the tourist until Italy acquired Rhodes as a result of the Italo-Turkish War of 1912. Naturally, Rhodes needed a certain amount of preparation before it was in a fit condition for tourism, and the period of the Great War meant stalemate in that respect, but in the years following, the Italian Government, and particularly that of Signor Mussolini, put Rhodes in order to such an extent, not only by restoring its old-time mediæval charm, but by enhancing its natural beauty and giving it beautiful public gardens, a good transport service, and good hotel accommodation, that to-day it can vie with any other Mediterranean resort in its attractions for the tourist.

These include a delightful winter climate, when the minimum temperature reaches no lower than 50 deg., a fertility of soil which enables the island to produce large and splendid crops of such fruits as figs and grapes, oranges and pomegranates, and flowers in profusion; ranges of hills with extensive woods of pine; charming valleys with rich pasture-lands; and an old walled city, which dates from Mycenaean and Phœnician times, one of the three ancient Doric towns mentioned by Homer, in which once stood the famous Colossus of Rhodes, one



SHOWING THE FINE HOTEL DELLE ROSE: A GENERAL VIEW OF THE PLAGE OF GENTLY-SLOPING SAND AT RHODES. (Photographs by Enit—London.)

of the Seven Wonders of the World, where Cicero, Julius Caesar, Augustus, and Tiberius once studied eloquence and philosophy. It passed from the rule of Greece, Rome, and Byzantium to that of the Republics of Venice and Genoa, and then became the headquarters of the Knights Hospitallers of St. John of Jerusalem, who held it from 1309 until 1522, against repeated onslaughts of the Turks, to whom, after a long siege, it fell, the Knights evacuating it under an honourable capitulation and taking up their abode in the island of Malta.

The restoration of Rhodes has left unimpaired the old walls and towers, gateways, and moated castle which were constructed by the Knights, and which retain in an astonishing degree their mediæval picturesqueness, and there are buildings of those days which fascinate one with their romantic splendour. Right down the Street of the Knights, which is perfectly straight, are palaces of imposing appearance displaying the armorial bearings of members of Rhodes's Knightly Order, which include those of royal and noble houses of Europe. The Great Hospice of the Knights, a perfect example of their architecture, shelters a collection of antiquities in which figure vases of the Mycenaean period, sculptures of Hellenic times, and Roman statuary. The Palace of the Grand Master; the Hospital of S. Caterina; and the Castellania are of conspicuous interest in the walled city; where, amid a labyrinth of alleys and narrow, winding streets, one catches sight of the minarets and cupolas of mosques and tiny arabesqued fountains, which strike an Eastern-Moslem note. Without the ancient quarter is the almost new city of Italian creation, with fine, tree-lined avenues and pretentious buildings, among them a fine theatre, and along by the waterside the stately Government Palace lends architectural beauty to the scene; whilst stretching seawards a handsome promenade is graced by the splendid hostelry known as the Grande Albergo delle Rose, where accommodation is of the best.

There is much to be seen elsewhere in the island—the delightful valley-park of Rodino; the Royal Spa of Catalitea, amid beautiful scenery; and Lindo, with its superb castle, perched on a height; and there are the neighbouring islands of the Dodecanese to be explored, among them Patmos, with its Monastery of St. John. Sport in Rhodes includes golf, tennis, bathing, boating, shooting, and motoring, over extremely good roads, and you get to this most desirable winter island resort by a weekly steamer from Bari, in Italy, or by the weekly Italian air service from Brindisi, or by fortnightly steamer from either Marseilles, Genoa, or Trieste.



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REAL ECONOMY With normal driving, Vauxhalls give approximately 20% more m.p.h. **PERFORMANCE** All Vauxhalls have lively acceleration and excellent top gear performance. **INDEPENDENT SPRINGING** Changes riding into gliding and improves stability, steering, cornering and road holding. **SAFETY.** Hydraulic brakes give smooth, powerful, effortless braking. **DRIVING EASE** Vauxhall *controlled* Synchromesh helps the expert to make a good gear change and prevents the learner making a bad one. Steering is accurate and shock-free. All controls are handy and light. **COMFORT** Body Conformity front seats. Exceptional leg-room and head-room. No-Draught Ventilation and sliding roofs on de luxe models. Ample luggage space. **QUIETNESS** Great success has been achieved in the prevention and insulation of car noises.

Separate booklets on all models and an interesting book "Engineering Leadership" will gladly be sent on request. Vauxhall Motors Ltd., Luton, Beds.

VAUXHALL'S LATEST — The New 14 h.p.
Six-Cyl. De Luxe Saloon - - - **£230**



VAUXHALL INDEPENDENT SPRINGING Changes Riding into Gliding

VAUXHALL'S LATEST
The New "14" Six

Every year since 1933 when the first Light Six made history, successive Vauxhalls have been the most popular cars in the 14 h.p. class.

For 1939 we offer a new "Fourteen" that will more than maintain the lead established by its predecessors.

It is a bigger, roomier, more impressive car, with hydraulic brakes, controlled synchromesh on all forward gears, an adjustable steering wheel, many new luxuries, an even livelier performance and yet will still do 30 miles to the gallon.

It has the torsion bar system of independent suspension which, in addition to improving all roads, gives extra stability, safer cornering, is trouble-free and requires very little attention.

NEW MODELS FOR 1939— LEADING FEATURES.

THE THIRTY-SECOND INTERNATIONAL MOTOR
EXHIBITION, AT EARLS COURT (OCT. 13-22).

By H. THORNTON RUTTER, A.M.I.C.E., M.I.A.E.

THIS year the Society of Motor Manufacturers and Traders have for the second time chosen the spacious building at Earls Court in which to hold their thirty-second International display of private cars, motor-boats, tyres, accessories and garage equipment. The vast building is filled with 516 stands, which display everything man can conceive to make motoring a pleasure as well as a convenient means of transport. There are fifty-eight car stands, which show sixty-two different makes of automobiles, and adjoining these on the ground floor are twenty-seven stagings displaying the coach-builder's craftsmanship in a multitude of different styles and types of attractive carriages. Besides these there are the marine motors, suitable for craft ranging from dinghies to cabin cruisers, so visitors to this Exhibition have a choice of conveyance by land or by water, some of the craft being collapsible so that car owners can place them on the roofs of their vehicles or draw them to the waterside in trailers. Here at Earls Court are also a host of caravans, tempting the motorist to make them a permanent home so replete are they with modern labour-saving and comfort devices and fittings. Some are regular family houses, with sleeping accommodation (and kitchen) for man and wife and several children.

The Duke of Kent arranged to open this year's Motor Show, which has, as well, the patronage of their Majesties the King and Queen. For the first

cars have no reserve petrol supply, so several new models meet this requirement, either by having a reserve tap to be opened by hand or electrically, or by a green light appearing on the dashboard facia to indicate to the driver that his petrol is down to the final gallon or so, thus enabling him to make for the nearest supply station and refill the fuel tank. Another detail improvement is the more general fitting of pass lights so that the danger of dazzle from oncoming cars is lessened. This displaces the dipping of the headlights in most cases as, when the dipping switch is operated, both headlights are extinguished while the passing light, with safe broad beam directed well away from other traffic, comes into action. There are thirteen American motor-manufacturers displaying their cars at Earls Court, seven French makers, four German, three Italian, and one Belgian car-manufacturer as well as our Anglo-German and our Anglo-American car.

The thirty English motor-manufacturers displaying their cars at Earls Court present a wonderful array of safety carriages at prices ranging from £125 up to nearly £3000, so that there is a very wide choice available to suit the depth of everybody's purse. Moreover, it will be noted by visitors to this Exhibition that now every motor-manufacturer offers his customers cars fitted with double-purpose coachwork, so that the owner can have a fully opened or fully enclosed car at will. These are styled



TO BE SEEN AT THE INTERNATIONAL MOTOR EXHIBITION AT EARL'S COURT:
THE "FLYING STANDARD" "FOURTEEN" TOURING SALOON.



AN ATTRACTIVE CAR WITH PLEASING LINES: THE NEW ROVER 1939 14-H.P.
SIX-CYLINDER SALOON, WHICH IS PRICED AT £330.



NEAR THE DEVIL'S BEEF-TUB, MOFFAT: A 2-LITRE M.G. FITTED WITH FOUR-DOOR SALOON
COACHWORK.

time car radio sets are exhibited in the accessory section of the Exhibition. Such sets, however, as are permitted to be shown must, in the public interest, conform to the exacting conditions laid down by the Society in so far as they must be apparatus of a type designed, constructed and currently listed by their manufacturers specifically for motor-car installation and be recommended by car manufacturers, being exhibitors, for installation in motor-cars of their manufacture. There was an excellent attendance on the opening day, and the practice of permitting each ticket-holder to be accompanied by a lady for whom no admission charge was made largely helped to make the crowd colourful and picturesque.

The mechanical mind will find plenty of interesting details to examine, but beyond a couple or so more devotees to mono-construction, or building body and chassis in one unit instead of as separate entities, the chief mechanical improvements lay in better suspension, stronger and stiffer chassis, more economy in carburation, so gaining extra miles for each gallon of petrol used, and improved brakes to tackle safely the general advance in speed which is a feature of all the 1939 cars. There are several large enclosed carriages on view which, in road tests, have been able to travel at 100 miles per hour, and consequently need brakes which not only can halt the car in a reasonable distance at such a speed, but can also be depended upon to pull up the car squarely without chance of skidding. And that feature is one of the chief virtues of these new models. During the past twelve months, some of the public have complained that their



AT A NOTED CORNISH BEAUTY SPOT: AN AUSTIN "BIG SEVEN"
"FORLITE" SALOON NEAR POLPERRO HARBOUR.

This car is of the high-performance luxury kind, with outstanding road-holding qualities and brakes. The engine is the six-cylinder type and rubber mounted, and the gear-box is four-speed synchromesh. Two other body-styles are available on the 2-litre: a four-seater open tourer and a folding-head foursome.

either foursome coupés or cabriolets, the latter a better and more finished product than the former, which are usually devoid of side windows for the rear seats and leave a blank, open space when the head is down, with no protection for the rear passengers against side winds. In the cabriolet they are protected, as the side windows can be raised.

Although one firm of English car-makers have launched a larger new model at this Show, on the same lines as their already successful smaller car, the trend of new automobiles is toward the economy car of low rating and small fuel consumption. So visitors will find new 8-h.p., new 10-h.p. and new 12-h.p. cars on some of the stands, either as additions to their former range or as improved models of previous products. Viscount Wakefield, the Grand Old Man of motoring, rightly summed up the situation in a recent talk when he stated: "Undoubtedly the economy having the greatest appeal to the average motorist is that of reduced running costs effected by the production of engines needing fewer repairs and giving more miles per gallon of both petrol and oil."

It is now possible to obtain 10-h.p. cars which do over 40 miles to the gallon and 12-h.p. cars which average 35 miles to the gallon, proved by results of severe tests, which showed that the average consumption of Castrol oil was

(Continued.)

9097 miles per gallon, so that economy was real and not imaginary. Visitors to this present Motor Exhibition can therefore be sure that its keynote is economy not only in first cost of the car, but also in its running and maintenance.

Queen Mary has again granted her patronage to the annual Motor Ball, which is to be held at Grosvenor House, Park Lane, London, on Oct. 18 in aid of the Motor and Cycle Trades Benevolent Fund. Its organisers are also continuing the popular game of estimating the attendance of the public at the Motor Show, and in this connection Lord Nuffield, who is a vice-president of the Fund, has presented as first prize one of the new "Series M" Morris 10-h.p. cars.

Besides the stall of the Benevolent Fund the present Exhibition has official stands occupied by the Department of Overseas Trade and the Metropolitan Police, where Capt. R. P. Minchin, of New Scotland Yard, is available to give advice to motorists similar to that proffered on the highway by the "Courtesy" police officers. This is a new phase in the effort to ensure safe motoring. There are also stalls at which the R.A.C. and the A.A. provide information and give assistance, if needed, to their members. Consequently, all sides of motoring are well catered for at this interesting exhibition of the latest ideas in automobiles.

ROUND THE STANDS.

Rolls-Royce. Very dignified carriages fill the Rolls-Royce stand at Earls Court, yet the Hooper sedanca, 45-50-h.p. twelve-cylinder Rolls-Royce "Phantom III." is so handsome that



EXCEPTIONALLY ROOMY, AND HAVING AN ATTRACTIVE PERFORMANCE ON THE ROAD: THE NEW MORRIS "TEN-FOUR" "SERIES M" O.H.V. MODEL.

it might have been built for a fairy queen, with its silver panels and its upholstery, with silver-grey cloth and silver-grey leather for the front seats. The revolving occasional seats allow their occupants to talk with their fellow-passengers in great comfort. In this carriage is the most up-to-date equipment and accessories, which include a radio set, a car-heater, interior cabinet, luncheon-case, a clock in the interior compartment, pivoting ventilating windows, and an electrically operated dividing window between front and rear divisions. Its price is £2960.

The real novelty of the Rolls-Royce stand is the two examples of the new 25-30-h.p. "Wraith" Rolls-Royce carriages, which have an entirely newly-designed chassis, with independent front-wheel suspension, similar to that of the larger "Phantom III.", which, coupled with driving-seat control of the shock-absorbers, provides the users of these carriages with riding comfort of the highest degree. Another important change is in the steering, parts of which have been redesigned, so that it is lighter to control, and the car itself has a comfortable cruising speed which has been considerably increased. Larger section, 6½-in. tyres are fitted, and still greater silence has been achieved with the gear-box and rear axle. Synchromesh is now on all gears, and brake- and change-speed levers are arranged to give completely unobstructed entrance to the driving-seat, although the levers are still fitted on the right-hand side of the driver. The chassis price remains unchanged.

The 25-30-h.p. "Wraith" limousine by Park Ward and Co.—a very attractive carriage—is listed at £1610, with its very complete equipment; and the 25-30-h.p. "Wraith" sedanca de ville by Windovers is full of new features, including a sliding roof over the driver's compartment which slides out of sight, converting the carriage into a coupé de ville. It costs £1965. The other "Phantom III." 40-50-h.p. Rolls-Royce staged here is a saloon, with a division, built by Thrupp and Maberly, Ltd., of the close-coupled type to seat five persons, with sunshine roof, car-heater, radio, and special provision for carrying luggage, including a platform as well as a boot.

Visitors who enter the Exhibition by the West Brompton gates should see the various Rolls-Royce carriages staged in the coachbuilding section, which they have to pass through to reach the stands occupied by motor-manufacturers. Thus, on Stand 93, Messrs. Hooper and Co. (Coachbuilders), Ltd., stage both a "Phantom III." and a 25-30-h.p. "Wraith" Rolls-Royce, with its newly-designed chassis and independent front-wheel suspension carrying limousine Hooper coachwork. This limousine has its luggage-boot at rear, with a special extra grid as well, and forward facing occasional seats. It is painted black, upholstered in cloth, and also has an electrically operated dividing window between the front and rear compartments. It is a nice example of British skill, giving a roomy carriage on a comparatively short wheelbase. Its neighbour, the Hooper four-seater sedanca town carriage 40-50-h.p. Rolls-Royce "Phantom III.", is also painted black, and is upholstered in fawn cloth and beige leather to the driving-seat. Note the centre cabinet with cocktail bottles and glasses, car-heater and radio set, with other nice appointments.

Then there is a touring Rolls-Royce 40-50-h.p. limousine, with coachwork by Park Ward and Co., Ltd., on Stand 104, an entirely new design, with many interesting features. Underneath the rear seat there are two sliding drawers in which is carried a picnic outfit. Concealed lighting is in the head recess to the interior, giving ample light for reading. A special built-in luggage container at the rear houses suit-cases and golf-clubs, and a novel



A MODEL WHICH IS CONSPICUOUS FOR ITS REALLY "BIG-CAR" ROOMINESS: THE LANCHESTER "ELEVEN" SALOON; PRICED AT £295.

Although priced at less than £300, the Lanchester "Eleven" maintains the quality of the larger models, both from the point of view of engine, chassis construction, and coachwork.

feature is the quick-action, fan-type of blinds fitted to the quarter windows, which are concealed below the window fillets when not in use. This carriage has black panels relieved with fine lines on the mouldings, and is a very attractive Rolls-Royce car.

Hooper and Co.

Besides the Rolls-Royce and Bentley carriages shown on the stand of Hooper and Co. (Coachbuilders), Ltd., at Earls Court—already referred to—this celebrated carriage-maker displays one of their Hooper touring limousines on a 32-h.p. Daimler chassis, painted blue and black with red line—a most attractive car. Its occasional seats face sideways, so that the occupants can see the scenery of the country through which they are touring, unobscured by the front-seat passengers. It has also a dividing window, electrically operated,



AT SULGRAVE MANOR, THE HOME OF THE WASHINGTON FAMILY: A HOOPER-DESIGNED SEDANCA DE VILLE ON A "PHANTOM III." ROLLS-ROYCE CHASSIS.

between the front and rear compartments, pivoted ventilating windows to the rear doors, a sunshine roof, the usual safety fittings, and wheel-discs to save labour to the chauffeur in keeping the wheels clean. There is also another Hooper limousine on a 32-h.p. Daimler chassis staged on the Daimler Stand, 139, with its panels painted black with a yellow line, which defines the excellent contour of the design of this very roomy and comfortable carriage seating seven persons.

Austin.

Austin cars at the Motor Exhibition occupy one of the largest stands in this hall, on which a dozen models, ranging from the unbeatable "Seven" to the new "Twenty-eight," are displayed in varied colours and coachwork. This maker seeks to satisfy every type of prospective motor-car owner, as small cars are represented by the "Seven" and the "Big Seven"; the medium range by the "Ten," the "Twelve," and the "Fourteen," and large cars by the "Eighteen" and new "Twenty-eight" six-cylinder models. The "Seven" "Ruby" saloon has the latest low-mounting steel panel roof, a water-trap for the radiator, full Girling operation for the rear brakes, a sturdier rear axle, and, with these improved features, costs only £125. Lower prices are also marked on the four-cylinder "Ten" and "Twelve" and the six-cylinder "Fourteen," although they now have the high-compression plus power aluminium cylinder-heads, giving better road performance with lower fuel costs. The pistol-grip hand-brake under the scuttle gives ample room for access to the driving-seat from the rear side; improved transmission and hydraulic piston-type shock-absorbers are some of their improvements since last year's Show, and the 12-h.p. and 14-h.p. saloons have higher and wider doors, with positively lubricated chassis springs. The "Norfolk" five-seater saloon and the larger "Windsor" seven-seater on the 18-h.p. chassis and the new 28-h.p. "Ranelagh" limousine offer an attractive choice to purchasers of large and roomy cars.

Lanchester.

Seven different models of Lanchester cars can be seen on their stand at Earls Court, ranging from the popular

(Continued overleaf.)

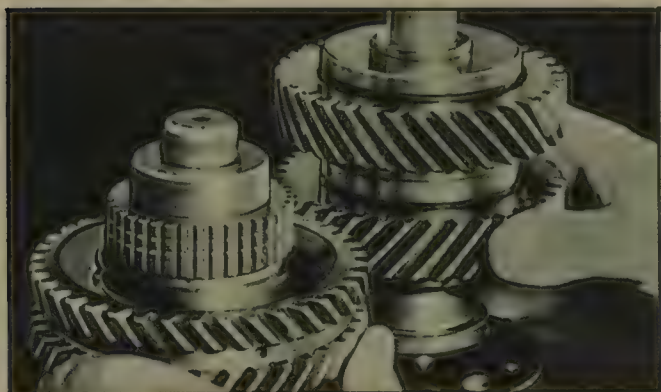
WHAT YOU WON'T SEE AT THE MOTOR SHOW



THE POWER OUTPUT of every Austin engine is tested on a dynamometer at various speeds from 1,000 r.p.m. upwards. The engine illustrated here (7.99 h.p. R.A.C. rating) is only passed if it develops an output equivalent to 25 b.h.p. at 4,000 r.p.m., or over three times the taxable h.p.

Most of the things that matter in making a car are the things that don't show on the stand. But sooner or later they show up on the road. The difference between a thousandth and a ten-thousandth of an inch in a bearing or cylinder-bore is not easily seen. To detect such tiny variations in measurements requires scientific equipment, skill and care—care that is well repaid by the difference such accuracy makes to the life, economy and performance of your car.

That is why Austin cars are made by Austin precision methods. Every material used, every component part, is tested, checked and counter-checked. Such precision tests, costly though they may be, are more than justified by the extra dependability of Austin cars. Only because Austin insist on making certain can you be certain your Austin will never let you down.



SILENT GEAR CHANGING, long life and smooth transmission are ensured in Austin cars by the accurate testing of all parts. Here you see just one test; rolling a gear in mesh with a master gear.



FINALLY every Austin car, before it leaves the works, is thoroughly tested on track or road by expert drivers and test mechanics trained to detect even the slightest imperfection in engine, chassis or body-work.

AND WHAT YOU WILL SEE—ON THE AUSTIN STAND N^o. 150

Now that you have got some idea of the accuracy that goes to the making of Austins, come and see the cars themselves. There are improved engines, new bodies and many other improvements to interest you. The full range from the famous Baby '7' to the entirely new Austin '28' Ranelagh Limousine is on display.

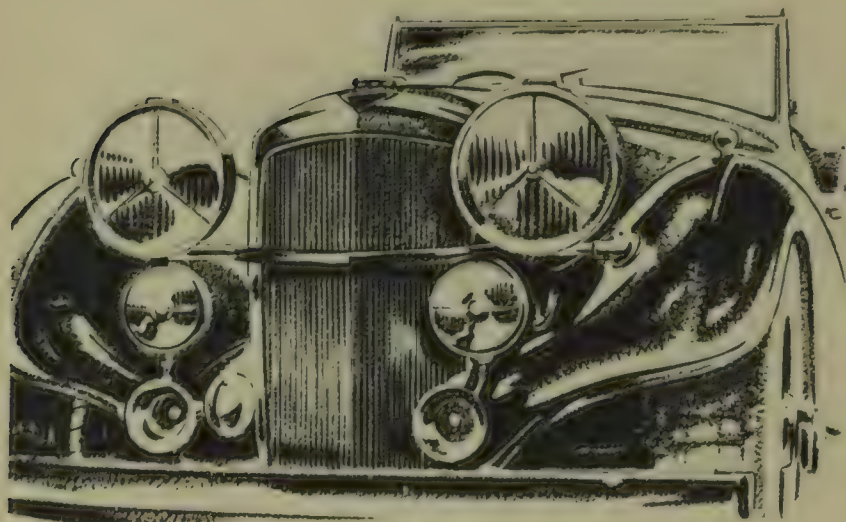
If you cannot visit us at the Motor Show be sure to see the new range of cars at your local dealer's where there's a fascinating little book to be had for the asking called "Making Cars and Making Certain."

Have you seen this month's Austin Magazine?

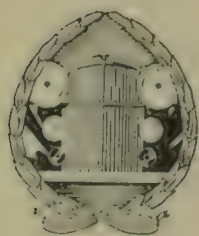
NOW IS THE TIME TO INVEST IN AN AUSTIN



SEEN ON THE AUSTIN STAND. The young lady finds the new doors on the '12' make getting in and out delightfully simple. She thinks Austins have been very clever in making them higher without spoiling the sweeping body lines of the car.



WHAT EXACTLY DO YOU WANT IN A CAR?



OVER 100 M.P.H.

* The 4.3 Litre Saloon exceeds 100 m.p.h. without effort. £995

OVER 95 M.P.H.

* The Speed 25 Saloon exceeds "95" safely and quietly. £885.

OVER 80 M.P.H.

* The 12/70 gives you this with six cylinder smoothness and four cylinder economy. £435.

STAND
134
EARLS COURT

IS IT exceptionally quiet performance in regard to engine—gearbox—transmission?

IS IT suspension that is smooth, yet firm, throughout the speed range?

IS IT brakes that instil confidence by the extremely rapid way they pull you up on any road surface?

IS IT sensational acceleration that is so smooth as to seem almost unimpressive unless timed?

IS IT sustained high cruising speeds?

IS IT hand built coachwork of exceptionally fine detail finish and beauty?

OR IS IT a combination of the foregoing **PLUS** that remarkable feeling of safety you always have at the wheel of

The

INAUDIBLE

ALVIS

* Any Alvis dealer or our London Showrooms will gladly put a car at your disposal for test—without obligation.

ALVIS LTD. COVENTRY. London Showrooms, 7-9 ST. JAMES'S STREET, S.W.1. (Whitehall 8506)

ALVIS PERFORMANCE IS TAKEN FOR GRANTED

Continued.

Lanchester "Eleven" to the more powerful Lanchester "Eighteen." Three examples of the 14-h.p. six-cylinder "Roadrider" de luxe are shown, one saloon with synchromesh gear-box, another with the usual fluid flywheel transmission, and a sports saloon which is easily distinguished by its four windows instead of six, as in the other saloons. The Lanchester "Eighteen" saloon, with its 19.3-h.p. six-cylinder engine, is a big, roomy car with luxury fittings, very quiet-running with its hydraulic transmission and under-slung worm-drive to the rear axle. Adjustable steering-column, four-bearing full-counter-balanced crankshaft, automatic chassis lubrication, powerful brakes, and light yet effective steering-gear are mechanical details common to all Lanchester cars. Engines are cushioned on rubber at five points to eliminate all vibration, and draught-proof ventilation is given by hinged quarter-lights (or windows)



A CAR OF DISTINGUISHED APPEARANCE: THE NEW VAUXHALL "TWENTY-FIVE" LUXURY SALOON, WHICH IS PRICED AT £345.

This big, roomy car has a maximum speed of 80 m.p.h.; yet gives 20 m.p.g. under average driving conditions.

and separate swivelling flaps built in the front windows, all of which can be adjusted to give the right amount of fresh air without a direct draught.

Vauxhall.

Economical motoring is well provided for in the cars exhibited by the Vauxhall Company, of Luton, at Earls Court Exhibition on Stand No. 127, as besides the 10-h.p. Vauxhall introduced last year, with its "all-in-one-piece" for chassis and coachwork and a marvellously low fuel consumption, there is the new 12-h.p. Vauxhall, a larger edition of the "Ten" with an improved motor, giving speed, economy and comfort for a very moderate price; and a new six-cylinder 14-h.p. model. The 12-h.p. four-cylinder engine, with its "six-phase carburation," prevents waste of fuel, and its general features favour a "big" car more than a small one, as its seating is so roomy. There are also examples staged of the six-cylinder 25-h.p. Vauxhall, which is shown with so many improvements that it is now a luxury saloon as far as its appointments are concerned. This is a car with a splendid road performance and capable of giving comfort at high speeds over any type of road or country. The 10-h.p. Vauxhall has been improved by a more rigid crankshaft, new pistons, improved engine-



IN RURAL SURROUNDINGS NEAR CHICHESTER: THE NEW DAIMLER "FIFTEEN" 2½-LITRE.

The 1939 Daimler "Fifteen" 2½-litre has a larger and more powerful engine, resulting in a considerably increased performance on the road.

mountings, more cushions in the clutch so that a softer engagement is given, larger tyres, improved sound insulation, and generally looks smarter, as visitors can see for themselves. Here motorists have a good choice of these horsepower ratings with various styles of coachwork, all at economical prices. The 14-h.p. Vauxhall is also of mono-construction, as are the 10-h.p. and 12-h.p. cars.

Rover.

Improvements in the Rover cars shown at Earls Court include synchromesh third and top gears on all models, although the free-wheel is continued; so these cars have the simplest and easiest gear-change mechanism yet devised. This year the Rover Company have produced a new 14-h.p. car on the lines of their larger six-cylinder model. Judging by comments of visitors to the stand, this car and the new 10-h.p. saloon are to be favourite choices of many motorists. This new 14-h.p. Rover is shown also as a stripped chassis, so folk can see its details. Also it should be noted that on the six-cylinder models anti-roll stabilisers are fitted to both front and rear axles, which ensure great stability at high speeds and on corners.

[Continued overleaf.]

25/30 H.P. "WRAITH"



Dear Sirs,

After my run in the "WRAITH" to-day I should like to tell you that the perfect way in which the car behaved under the appalling traffic conditions prevailing was an absolute nerve tonic.

The car is a joy to handle, and its perfect workmanship and finish is an example of engineering at its highest level.

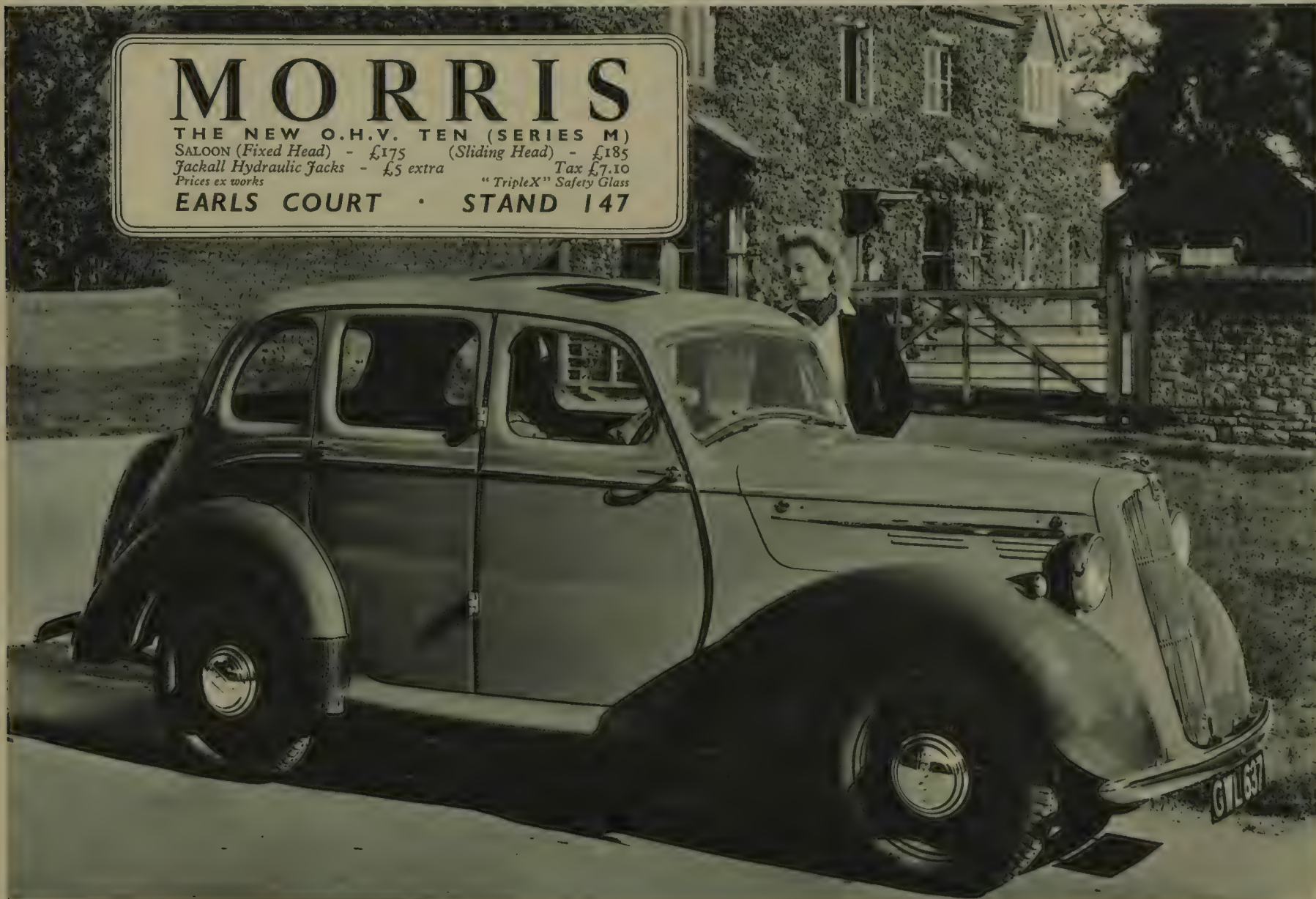
Yours faithfully,

(Signed) E. R. HALL

ROLLS-ROYCE

The Best Car in the World

ROLLS-ROYCE LIMITED 14-15 CONDUIT STREET LONDON W1 TELEPHONE MAYFAIR 6201



IF YOU DON'T BUY MORRIS AT LEAST BUY A CAR MADE IN THE UNITED KINGDOM
MORRIS MOTORS LIMITED, COWLEY, OXFORD

Sole Exporters: Morris Industries Exports Ltd., Cowley, Oxford, England

M.308

357 M.P.H.

(Subject to official confirmation)



CAPT. EYSTON IS PLUS A BIG RECORD



BECAUSE HE USED

Plus a little
something

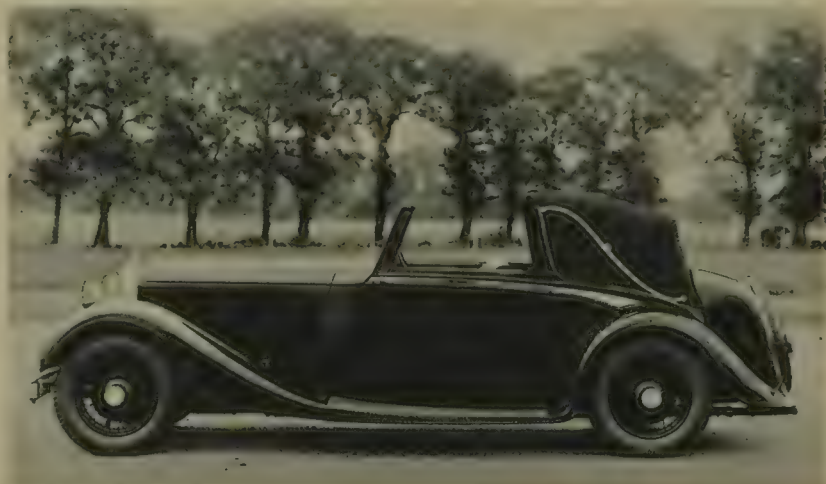
Capt. Eyston's Fuel was a blend of 'BP' Ethyl specially made in England and shipped to America for his use

Continued.

Another pleasing feature of all the Rover cars is the reserve petrol supply, its control being electrically operated by a switch on the instrument-panel. Chassis lubrication is automatic and calls only for occasional replenishment of the oil reservoir, so Rover cars are least troublesome to look after by owner-drivers. The "Ten" saloon is shown in maroon, and also a "Ten" coupé in grey, similar to the 12-h.p. saloon staged. Another 12-h.p. saloon is in green, the 14-h.p. saloon in blue, a 16-h.p. saloon in black, and a sports saloon also in black, as well as the 20-h.p. drophead coupé.

Morris.

Blue cars, green cars, black and maroon vie with light brown and beige colours to attract spectators and purchasers to the Morris stand at Earls Court. Actually I was impressed by the crowd surrounding the new "all-in-one-piece" 10-h.p. Morris, with its chassis and steel coachwork as one complete welded unit. Although the Morris 8-h.p. has had nearly 250,000 purchasers in the last four years, it would appear that the new 10-h.p. overhead-valved Morris saloon is going to be a very close rival in popularity. Its price of £175 and the extra comfort of a wider track, with steady, high-speed cruising ability, no doubt persuade motorists to pay the extra cost to that of the 8 h.p. All the Morris cars have the improved "phased suspension" controlled by Luvax hydraulic piston-type shock-absorbers,



EXHIBITED ON THE HOOPER STAND AT EARLS COURT: A HOOPER TWO-DOOR COUPÉ CABRIOLET ON A 4½-LITRE BENTLEY CHASSIS.

This model is painted red and is upholstered with light tan leather. The woodwork is of ebony.

thus providing really comfortable riding under varying road conditions. The four-cylinder Morris 12 h.p., with its engine's special balanced induction system, is an attractive saloon capable of 70 m.p.h. without apparent effort, yet it costs only £205. For the motorist who prefers six cylinders to four there is the Morris "Fourteen," an ideal family car with spacious coachwork and a sterling road performance. Added to these is the Morris 25-h.p. saloon, a really big car with an excellent engine which can propel this comfortable carriage at truly high speeds for long distances without undue stress on its mechanism. This 25-h.p. Morris saloon, fully loaded, can accelerate to 60 m.p.h. in 24 sec. from a standing start and cruise at 80 m.p.h. if necessary. It can easily compete favourably with foreign cars and is a credit to the British motor industry at its most modest price of £320.

Standard.

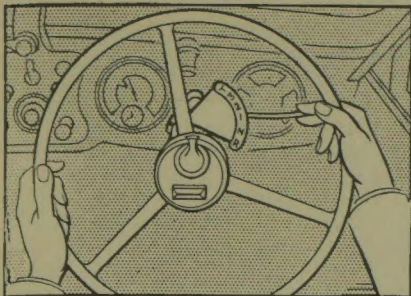
With a larger stand for displaying the latest range of Standard cars, this Company show no fewer than fifteen complete cars, as well as an 8-h.p. show-polished chassis so that visitors can thoroughly examine the new independent front-wheel suspension. The new



MUCH REFINED AND IMPROVED IN MANY RESPECTS: THE LATEST HILLMAN "FOURTEEN," THE COST OF WHICH HAS BEEN LOWERED.

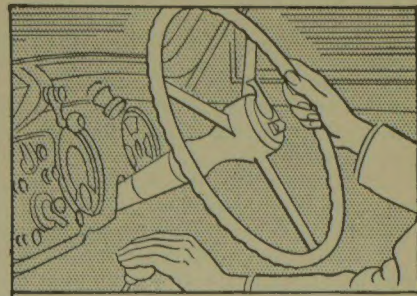
The Safety Saloon shown in the above photograph costs only £239.

8-h.p. Standard evidently attracts many visitors to the stand to examine its details, as its price of £129 is very moderate. The question is whether the advantages of the larger 10-h.p. and 12-h.p., also with independent suspension, do not tempt them to spend a few pounds more and obtain additional comfort in the slightly larger vehicles. But there is a tremendous choice on this staging, prices running gradually, by increases of about £10, from £129 to £268, with a bigger jump for the six-cylinder 20-h.p. saloon at £325, a large car for its price. In horse-power, too, the public can buy to-day Standard cars of 8 h.p., of 9 h.p., of 10 h.p., of 12 h.p., of 14 h.p., and of 20 h.p., all of them well-trying and well-fitted vehicles. The 8-h.p. open tourer at £125 is the lowest-priced car staged here, one of the newcomers for the 1939 season. Other new models are the super 9-h.p. saloon at £165 and the super 10-h.p. saloon at £185. The 12-h.p. drophead coupé is listed at £245 and the saloon de luxe £225. In all these Standard cars, special precautions are taken to prevent engine heat and fumes from passing back into the interior of the coachwork.



Daimler Fluid Flywheel transmission —gears that you pre-select without taking your hand off the wheel — no gear lever, no clutch...

NO OTHER CAR IN THE WORLD



Instead, if you still prefer the old style of gear change—a silent synchro-mesh gearbox and a very sweet, smooth clutch. Have which system you like in the new Lanchester.

offers you this choice of gears... **AND SO MUCH ELSE**



Room for all five? Not only that, in the new de-Luxe 14—but *comfort* for all five. It's a very big car, in the medium h.p. class.



Plenty of passengers, this trip—but plenty of ginger under the bonnet, too! Car has a high power-weight ratio, even when fully loaded. Hence the get-away. And hence the well-over-seventy maximum.

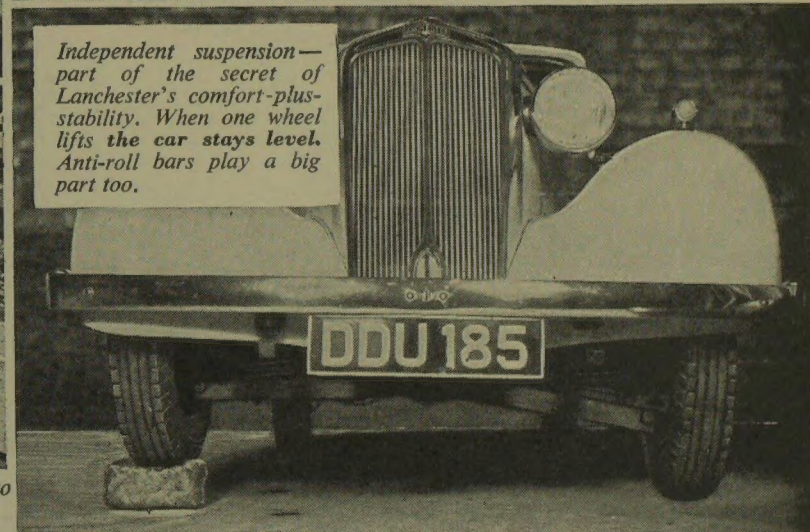


Comfort of a very practical kind for the driver—a really wide angle of clear view ahead and to both sides. He doesn't need to stretch his neck to watch his wing in a traffic jam.

Only the new Lanchester 14 gives you this choice of gears — Daimler Fluid Flywheel pre-selective transmission, or synchro-mesh gearbox. And in everything else this most adaptable of cars says not 'Choose' but 'Have it both ways' ! Generous body and luggage space *with* vim and high performance. Low, slick lines *with* head-room, leg-room and vision. Soft-sprung comfort *with* stable cornering, absence of pitching. Think of something you ask of a car—and you'll find that Lanchester has it !



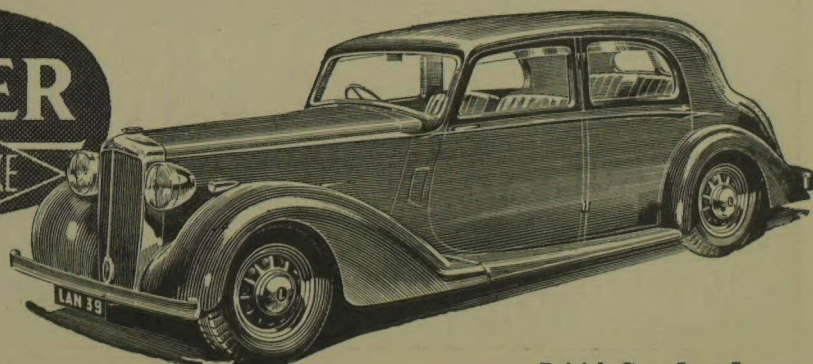
Velvety when you're losing speed at your leisure—hard when you need them hard : these brakes spell *Safety*—and spell it e-a-s-y or STOP as occasion demands.



Independent suspension—part of the secret of Lanchester's comfort-plus-stability. When one wheel lifts the car stays level. Anti-roll bars play a big part too.

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Fluid Flywheel Transmission licensed under Vulcan-Sinclair and Daimler patents



SPORTS SALOON or
SIX-LIGHT SALOON... £375 } TAX
with synchro-mesh gearbox £350 } £10. 10

(Continued.)

Bentley. A number of important improvements have been effected in the 4½-litre 29·4-h.p. six-cylinder Bentley since last year's Motor Show. The result is that, to-day, this car is superior to its predecessor in maximum speed, controllability, acceleration, silence, and smoothness of running. The provision of an overdrive gear-box enables a higher maximum speed to be attained, without exceeding maximum engine revolutions, so that one travels at 100 miles an hour with less work on the motor than was asked from it at lower speeds on previous models. Slower-running engines under normal driving conditions, due to the use of the overdrive gear-ratio, coupled with slight engine modification in this new Bentley, give greater silence and smoothness. With centralised chassis lubrication, automatic shock-absorbers, over-riding hand control, and improved illumination of the instruments on the facia-boards, drivers will much approve of the innovations on this car. Those who visit the Bentley Stand, 156, at Earl's Court, will be much attracted by the new models. They are also staged on various coach-builders' stands. Hooper's display one of the new 4½-litre two-door coupé cabriolets, with this firm's coachwork, an ideal carriage for those who desire a double-purpose open or closed car. Painted red, it compels attention for its distinctive lines.

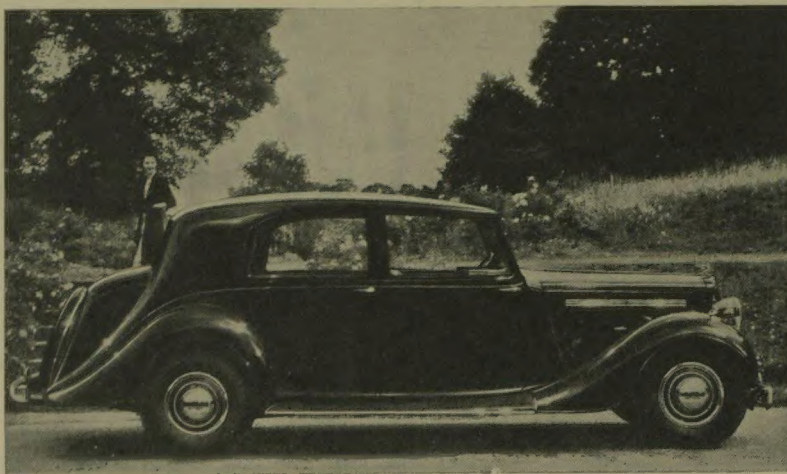
On the Bentley stand there is also an open tourer, and on Stand 99 a Bentley sports saloon in special Marina blue, with its coachwork built by William Arnold. Besides the spacious boot for the interior accommodation of luggage, golf-bags, etc., the equipment includes Ace discs to all wheels, bumpers, Philco car radio, and a metal cover enclosing the spare wheel. The car is upholstered in leather to match its blue

panels. These six-cylinder Bentley cars make excellent saloons, as can be seen on this stand, where coachwork by H. J. Mulliner and Co., Ltd. on a Bentley 4½-litre six-cylinder 29·4-h.p. saloon, seating five persons, has a special high-vision panel over the whole of the front roof; a sun-shutter, and an electrically-

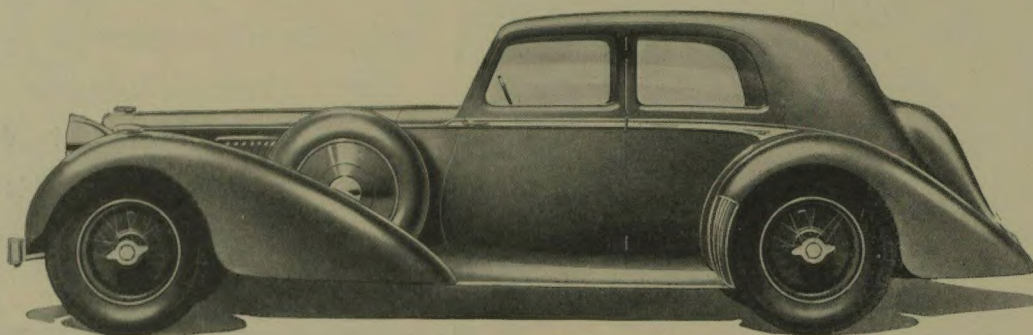
operated back-light blind. Suit-cases are fitted to the boot, and with its blue leather upholstery make it a very smart-looking car.

Daimler.

A new Daimler engine is always worth chronicling in automobile history, and this year's Motor Show sees two new motors out of the Daimler works, a 2½-litre and a 4-litre. The former is the power-unit of the new Daimler "Fifteen," rated at 18-h.p., and the 4-litre is the new engine of the 90-miles-per-hour car previously known as the "Light-Straight-Eight" Daimler. The new 4-litre model and the large 31·74-h.p. "Straight-Eight," are the only eight-cylinder-engined British cars in this Exhibition. This 4-litre 29·8-h.p. Daimler sports saloon, shown in two shades of grey, is a carriage of comfort, with high acceleration of speed up to 90 miles an hour if needed; yet is so silent that its pace is deceptive. The new Daimler 2½-litre "Fifteen" sports saloon, of 18 h.p., is finished in a soft shade of green, with pressed-steel wheels with large-sized chromium hubs. This design of coachwork won many prizes in various rallies this year by reason of its good head- and leg-room, driving visibilities, handiness of controls, and effective brakes and steering. Its speed exceeds 75 m.p.h., with its coiled spring system of independent front-wheel springs. A large 31·74-h.p. "Straight-Eight" limousine in black is the standard of the really roomy carriage of state, a traditional town carriage used by the diplomatic and moneyed classes throughout the world for its dignity and comfort, as well as by the King and Queen, who have recently placed an order with Stratstone, Ltd., of Pall Mall, for one of these Daimlers fitted with coachwork by Hoopers, of St. James's Street.



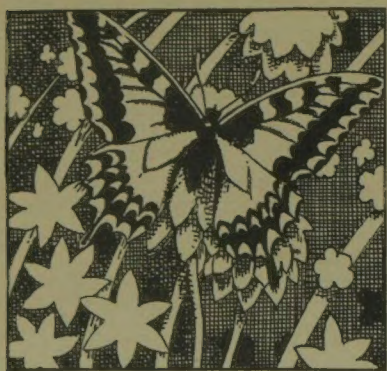
AN EXAMPLE OF DIGNIFIED COACHWORK BY THRUPP AND MABERLY: A SEDANCA DE VILLE ON A HUMBER "PULLMAN" CHASSIS.



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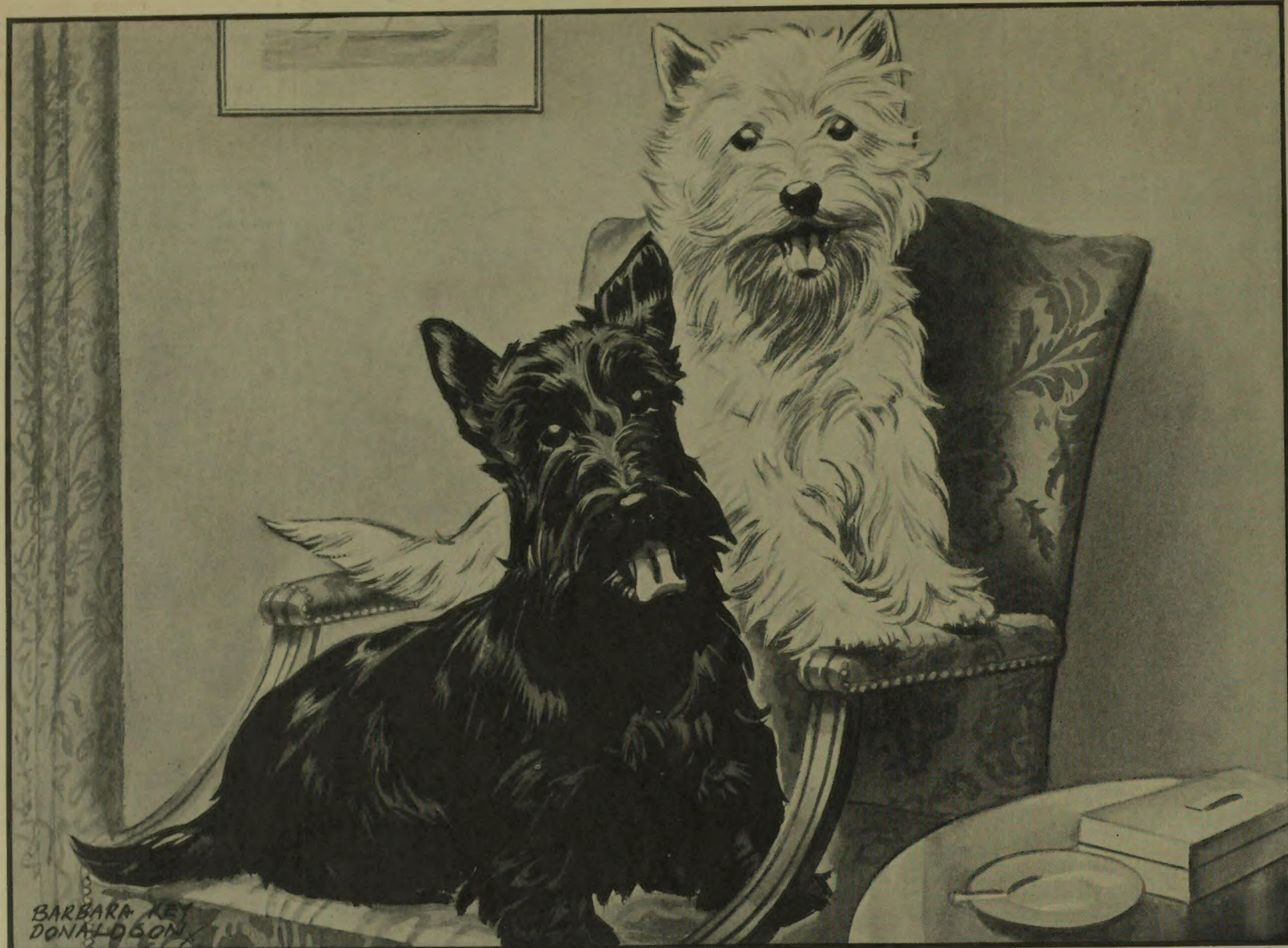
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